

NACOmatic

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AK Min Alt	-	4	FAI	-	223	PHO	-	455
AK Min Rdr	-	9	FBK	-	238	PIZ	-	459
AK Min TO	-	10	FSP	-	421	PKA	-	411
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6K8	-	551	GKN	-	261	RBV	-	468
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ADK	-	27	HCA	-	268	SCM	-	482
ADQ	-	350	HLA	-	282	SDP	-	475
AFE	-	301	HOM	-	271	SHG	-	504
AFM	-	39	HPB	-	279	SHH	-	500
AKA	-	104	IAN	-	325	SHX	-	492
AKI	-	33	IGG	-	285	SIT	-	507
AKK	-	31	IIK	-	340	SMK	-	529
AKN	-	330	ILI	-	288	SNP	-	532
AKP	-	42	IWK	-	571	SVA	-	479
AKW	-	345	IYS	-	573	SVW	-	518
ANC	-	45	JNU	-	293	SXQ	-	513
ANI	-	93	JZZ	-	358	SYA	-	496
ANV	-	98	KAL	-	307	TAL	-	540
AQH	-	466	KKA	-	372	TER	-	542
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ARC	-	101	KNW	-	418	TNC	-	545
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AWI	-	567	KTN	-	317	UNK	-	555
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BGQ	-	138	KVL	-	342	UVO	-	574
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BTI	-	119	LUR	-	145	VEE	-	564
BTT	-	134	MBA	-	385	WBQ	-	121
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DEE	-	186	MYU	-	395			
DLG	-	197	NUL	-	442			
DUT	-	559	OBV	-	348			
EDF	-	70	OME	-	424			
EEK	-	202	OOK	-	553			
EHM	-	147	ORT	-	437			
EII	-	205	OTZ	-	364			
EIL	-	212	OUL	-	413			
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ENM	-	208	PBV	-	519			
ENN	-	416	PEV	-	447			

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE MINIMUMS
ADAK I., AK		ANVIK, AK	
ADAK	NDB/DME Rwy 23 ¹ RNAV (GPS) Rwy 23 ²	ANVIK	RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35
	¹ Categories A,B, 1600-2; Categories C,D, 1600-3.		² NA when local weather not available.
	² Categories A,B,C, 1300-3; Category D, 1600-3.		
AKHIOK, AK		ATQASUK, AK	
AKHIOK	RNAV (GPS)-A	ATQASUK EDWARD BURNELL SR MEMORIAL	NDB Rwy 6 NDB Rwy 24 RNAV (GPS) Rwy 6 RNAV (GPS) Rwy 24
	NA when local weather not available.		NA when local weather not available.
ALLEN AAF, AK		BARROW, AK	
ORIG B 08325		WILEY POST-WILL ROGERS	
DELTA JUNCTION/ FORT GREELY	ILS or LOC/DME Rwy 10	MEMORIAL	NDB Rwy 24
	NA when control tower closed.		Category C, 800-2½; Category D, 800-2½.
ANAKTUVUK PASS, AK		BARTER ISLAND, AK	
ANAKTUVUKPASS	RNAV (GPS)-A	BARTER ISLAND LRRS	RNAV (GPS) Rwy 7 RNAV (GPS) Rwy 25
Categories A,B, 3100-2; Category C, 3100-3; Category D, 3200-3.			NA when local weather not available.
ANCHORAGE, AK		BETTLES, AK	
MERRILL FIELD	RNAV (GPS)-A	BETTLES	RNAV (GPS) Rwy 19
	NA when local weather not available.		Category D, 800-2½.
TED STEVENS		BUCKLAND, AK	
ANCHORAGE INTL ..	ILS or LOC/DME Rwy 7L ¹ ILS or LOC/DME Rwy 7R ¹ RNAV (GPS) Rwy 7L, 800-2½ VOR Rwy 7R ²	BUCKLAND	NDB/DME Rwy 11 NDB/DME Rwy 29 RNAV (GPS) Rwy 11 RNAV (GPS) Rwy 29
	¹ ILS, Category D, 700-2; Category E, 800-2½. LOC, Category E, 800-2½.		NA when local weather not available.
	² Category E, 800-2½.		
ANIAK, AK		CHEVAK, AK	
ANIAK	LOC/DME Rwy 10 ¹ RNAV (GPS) Rwy 28 ²	CHEVAK	RNAV (GPS) Rwy 2 RNAV (GPS) Rwy 20
	¹ Category D, 800-2½.		NA when local weather not available.
	² NA when local weather not available.		

NAME ALTERNATE MINIMUMS

DEADHORSE, AK

DEADHORSE ILS or LOC/DME Rwy 5
 LOC/DME BC Rwy 23
 RNAV (GPS) Rwy 5
 RNAV (GPS) Rwy 23
 VOR/DME Rwy 5
 VOR/DME Rwy 23
 VOR Rwy 5
 VOR Rwy 23

NA when local weather not available.

DEERING, AK

DEERING RNAV (GPS) Rwy 2
 RNAV (GPS) Rwy 11
 RNAV (GPS) Rwy 20
 RNAV (GPS) Rwy 29

Category C, 800-2½.

DILLINGHAM, AK

DILLINGHAM LOC/DME Rwy 19
 RNAV (GPS) Rwy 1
 RNAV (GPS) Rwy 19
 VOR Rwy 1
 VOR/DME Rwy 19

NA when local weather not available.

EMMONAK, AK

EMMONAK RNAV (GPS) Rwy 16
 RNAV (GPS) Rwy 34
 VOR Rwy 16
 VOR Rwy 34

NA when local weather not available.

FAIRBANKS, AK

FAIRBANKS INTL ILS or LOC Rwy 2L¹
 ILS or LOC Rwy 20R¹
 VOR or TACAN Rwy 20R²

¹ILS, Category E, 700-2½; LOC, Category E, 800-2½.

²Categories A,B, 900-2; Category C 900-2½; Category D, 900-2¾, Category E, 900-3.

GALENA, AK

EDWARD G. PITKA, SR RNAV (GPS) Rwy 7
 RNAV (GPS) Rwy 25

NA when local weather not available.

GAMBELL, AK

GAMBELL NDB/DME Rwy 34¹
 NDB Rwy 16²

¹Categories A,B, 900-2; Category C, 900-2½; Category 900-2¾.

²Categories A,B, 1000-2; Categories C,D, 1000-3.

NAME ALTERNATE MINIMUMS

GUSTAVUS, AK

GUSTAVUS RNAV (GPS) Rwy 29¹
 VOR/DME Rwy 29²

¹NA when local weather not available.

²Categories A,B, 1100-2; Categories C,D, 1100-3.

HOLY CROSS, AK

HOLY CROSS RNAV (GPS) Rwy 1¹
 RNAV (GPS) Rwy 19²

NA when local weather not available.

¹Category C, 800-2½; Category D, 800-2½.

²Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

HOMER, AK

HOMER RNAV (GPS) Y Rwy 21
 Categories A,B, 1200-2; Categories C,D, 1200-3.

HOOPER BAY, AK

HOOPER BAY RNAV (GPS) Rwy 13
 RNAV (GPS) Rwy 31
 VOR/DME Rwy 31

NA when local weather not available.

IGIUGIG, AK

IGIUGIG RNAV (GPS) Rwy 5
 RNAV (GPS) Rwy 23

NA when local weather not available.

JUNEAU, AK

JUNEAU INTL LDA X Rwy 8
 RNAV (GPS) V Rwy 8²

¹Day, Categories A,B, 3000-5; Category C, 3200-5; Category D, 3500-5. Night Category A, 3000-5; Category B, 3000-10; Category C, 3200-10; Category D, 3500-10.

²Categories A,B, 1900-2½.

KAKE, AK

KAKE NDB/DME Rwy 11¹
 RNAV (GPS) Rwy 11²

NA when local weather not available.

¹Categories A,B, 1000-2; Category C, 1000-2¾.

²Categories A,B, 1000-2; Category C, 1000-3.

KALSKAG, AK

KALSKAG RNAV (GPS)-A
 RNAV (GPS) Rwy 6

NA when local weather not available.

KALTAG, AK

KALTAG RNAV (GPS) Rwy 3¹
 RNAV (GPS) Rwy 21²

¹Categories A,B, 1200-2; Category C, 1200-3.

²Category C, 800-2½.

NAME ALTERNATE MINIMUMS
KENAI, AK
 KENAI MUNI ILS or LOC Rwy 19R
 RNAV (GPS) Rwy 1L
 RNAV (GPS) Rwy 19R
 VOR/DME Rwy 1L
 VOR Rwy 19R
 NA when local weather not available.

KETCHIKAN, AK
 KETCHIKAN
 INTL ILS or LOC/DME Y Rwy 11¹
 ILS or LOC/DME Z Rwy 11¹
 LOC/DME X Rwy 11²
¹ILS, LOC, Categories A,B,C, 900-2; Category D, 900-2½.
²Category A, 2400-2; Category B, 2700-2; Category C, 2900-3; Category D, 3200-3.

KING COVE, AK
 KING COVE RNAV (GPS)-A
 Category A, 2000-6; Category B, 2100-6.

KING SALMON, AK
 KING SALMON ILS or LOC/DME Rwy 12¹²
 LOC/DME BC Rwy 30²³
 RNAV (GPS) Rwy 12³
 RNAV (GPS) Rwy 30³
 VOR/DME or TACAN Rwy 30³
 VOR or TACAN Rwy 12³
¹ILS, Category E, 700-2½; LOC, Category E, 800-2½.
²NA when control tower closed.
³Category E, 800-2½.

KIVALINA, AK
 KIVALINA RNAV (GPS) Rwy 12
 RNAV (GPS) Rwy 30
 NA when local weather not available.

KLAWOCK, AK
 KLAWOCK NDB/DME Rwy 2
 Categories A,B, 1200-2; Category C, 1200-3.

KODIAK, AK
 KODIAK ILS or LOC/DME Y Rwy 25¹
 RNAV (GPS) Rwy 25²
 VOR Y Rwy 25³
¹ILS, Category A, 600-2½; Category B, 1000-2½; Category C, 1200-3; Category D, 1600-4. LOC, Category A, 800-2½; Category B, 1000-2½; Category C, 1200-3; Category D, 1600-4.
²Category A, 800-2½; Category B, 1000-2½; Category C, 1200-3; Category D, 1600-3.
³Category B, 1000-2; Category C, 1200-3; Category D, 1600-3.

NAME ALTERNATE MINIMUMS
KOTZEBUE, AK
 RALPH WIEN
 MEMORIAL ILS or LOC/DME Rwy 9
 RNAV (GPS) Rwy 9
 RNAV (GPS) Rwy 27
 VOR Rwy 9
 VOR/DME Rwy 9
 VOR Rwy 27
 VOR/DME Y Rwy 27
 VOR/DME Z Rwy 27
 NA when local weather not available.

KOYUK, AK
 KOYUK ALFRED ADAMS NDB Rwy 1¹
 NDB/DME Rwy 1²
 RNAV (GPS) Rwy 1²
¹Categories A,B, 900-2; Category C, 900-2½.
²Category C, 800-2½.

MANOKOTAK, AK
 MANOKOTAK RNAV (GPS) Rwy 3
 RNAV (GPS) Rwy 21
 NA when local weather not available.

MARSHALL, AK
 MARSHALL
 DON HUNTER SR RNAV (GPS) Rwy 7¹
 RNAV (GPS)-A²
 NA when local weather not available.
¹Categories A,B, 1300-2.
²Category B, 1000-2.

MC GRATH, AK
 MC GRATH LOC/DME Rwy 16¹
 RNAV (GPS) Rwy 16¹
 VOR/DME-C¹
 VOR/DME or TACAN Rwy 16¹
 VOR-A²
¹Category D, 900-2½.
²Categories A,B, 1100-2; Categories C,D, 1100-3.

MEKORYUK, AK
 MEKORYUK NDB-B
 RNAV (GPS) Rwy 5
 RNAV (GPS) Rwy 23
 Category D, 800-2½.

MINCHUMINA, AK
 MINCHUMINA NDB Rwy 3¹
 RNAV (GPS) Rwy 3²
 RNAV (GPS) Rwy 21³
¹Categories A, B, 1000-2; Category C, 1000-2½; Category D, 1000-3.
²Category D, 800-2½.
³Category C, 800-2½; Category D, 800-2½.

NAME ALTERNATE MINIMUMS
MOUNTAIN VILLAGE, AK
MOUNTAIN VILLAGE RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
NA when local weather not available.

NENANA, AK
NENANA MUNI NDB Rwy 4L
RNAV (GPS) Rwy 4L
NA when local weather not available.

NEW STUYAHOK, AK
NEW STUYAHOK RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32
NA when local weather not available.

NOATAK, AK
NOATAK NDB/DME Rwy 1
NA when local weather not available.

NOME, AK
NOME NDB/DME Rwy 3
NDB-A
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28
VOR/DME Rwy 10
VOR Rwy 28
Category D, 800-2½.

NUIQSUT, AK
NUIQSUT RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
NA when local weather not available.

PALMER, AK
PALMER MUNI RNAV (GPS) Rwy 9
RNAV (GPS)-A
Category D, 800-2½.
NA when local weather not available.

PERRYVILLE, AK
PERRYVILLE RNAV (GPS) Rwy 2
NA except Cats A, B, 1600-2 for operators with
approved weather reporting service.

PETERSBURG, AK
PETERSBURG
JAMES A. JOHNSON LDA/DME-D
Categories A,B, 2000-4; Category C, 2000-5.

PILOT POINT, AK
PILOT POINT RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
NA when local weather not available.

NAME ALTERNATE MINIMUMS
PLATINUM, AK
PLATINUM RNAV (GPS) Rwy 13
NA when local weather not available.

PORT HEIDEN, AK
PORT HEIDEN RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 13
NA when local weather not available.

RUBY, AK
RUBY RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
NA when local weather not available.

RUSSIAN MISSION, AK
RUSSIAN MISSION RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35¹
NA when local weather not available.
¹Categories A, B, 1400-2.

ST. GEORGE, AK
ST. GEORGE LOC/DME-C¹
RNAV (GPS) D²
¹Category C, 900-2½; Category D, 900-2¾.
²Category C, 800-2¾.

ST. MARY'S, AK
ST. MARY'S LOC/DME Rwy 17
NDB Rwy 35¹
RNAV (GPS) Y Rwy 17
RNAV (GPS) Z Rwy 17
RNAV (GPS) Y Rwy 35²
RNAV (GPS) Z Rwy 35²
NA when St. Mary's weather not available.
¹Category C, 800-2¾; Category D, 800-2½.
²Category D, 800-2¾.

ST. MICHAEL, AK
ST. MICHAEL RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
NA when local weather not available.

ST. PAUL ISLAND, AK
ST. PAUL ISLAND ILS or LOC/DME Rwy 36¹
LOC/DME BC Rwy 18²
RNAV (GPS) Rwy 18²
RNAV (GPS) Rwy 36³
¹ILS, Categories A,B,C, 800-2; Category D,
800-2¾. LOC, Category D, 800-2¾.
²Category D, 800-2¾.
³Category C, 800-2¾; Category D 800-2½.

NAME ALTERNATE MINIMUMS

SAND POINT, AK

SAND POINT NDB Rwy 13¹
NDB/DME Rwy 13²
NDB/DME Rwy 31³
RNAV (GPS) Rwy 13⁴

¹Categories A,B, 1800-2; Categories C,D, 1800-3.

²Categories A,B, 1000-2; Categories C,D, 1000-3.

³Categories A,B, 900-2; Category C, 900-2½; Category D, 900-3.

⁴Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

SCAMMON BAY, AK

SCAMMON BAY RNAV (GPS) Rwy 10¹
RNAV (GPS) Rwy 28²
RNAV (GPS)-B³

NA when local weather not available.

¹Categories A, B, 1100-2.

²Categories A, B, 1300-2.

³Categories A, B, 800-2¼.

SELAWIK, AK

SELAWIK RNAV (GPS) Rwy 4
RNAV (GPS) Y Rwy 22
RNAV (GPS) Z Rwy 22
RNAV (GPS) Rwy 27
VOR Rwy 4
VOR Rwy 22

NA when local weather not available.

SITKA, AK

SITKA VOR/DME-A
Categories A,B,C,D, 800-2¼.

SOLDOTNA, AK

SOLDOTNA NDB/DME Rwy 7¹
NDB Rwy 25¹
RNAV (GPS) Rwy 7²³
RNAV (GPS) Rwy 25³
VOR-A⁴

¹Category C, 800-2¼; Category D, 800-2½.

²Category D, 800-2¼.

³NA when local weather not available.

⁴Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

TALKEETNA, AK

TALKEETNA NDB Rwy 36¹
VOR/DME Rwy 36²
VOR-A²

¹Category C, 800-2½, Category D, 800-2½.

²Category D, 800-2¼.

NA when Talkeetna weather not available.

NAME ALTERNATE MINIMUMS

TANANA, AK

RALPH M. CALHOUN
MEMORIAL RNAV (GPS) Rwy 7
NA when local weather not available.

TOGIAC VILLAGE, AK

TOGIAC NDB-B
Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

TOKSOOK BAY, AK

TOKSOOK BAY RNAV (GPS) Rwy 34
NA when local weather not available.

UNALAKLEET, AK

UNALAKLEET LOC/DME Rwy 15
RNAV (GPS)-A
RNAV (GPS) Rwy 33
VOR/DME-D, 800-4

NA when local weather not available.

UNALASKA, AK

UNALASKA NDB-A, 3000-4
NA when Unalaska weather not available.

VALDEZ, AK

VALDEZ PIONEER FIELD LDA/DME-H
Categories A,B,C,D, 4500-5.

WASILLA, AK

WASILLA RNAV (GPS) Rwy 3
Categories A, B 1100-2.

WRANGELL, AK

WRANGELL LDA/DME-C, 5000-3¹
LDA/DME-D, 5000-3¹
RNAV (GPS)-A²³

¹NA when Wrangell weather not available.

²Categories A, B, 2800-2; Categories C, D, 2800-3.

³NA when local weather not available.

RADAR INSTRUMENT APPROACH MINIMUMS

ELMENDORF AFB, AK

ELEV 212

ANCHORAGE (07298)

ANCHORAGE APP CON- 118.6 290.5 ▽

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATh/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATh/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR(A)(B) (C)	6	3.0°/56/1094	AB	374/18	200	(200-½)	CDE	374/24	200	(200-½)

(A) PAR available by NOTAM.

(B) Maintenance Period 1400-1600Z Monday and Wednesday.

(C) When ALS inoperative, increase RVR to 40 and vis to ¾ for all categories.

LADD AAF, AK

ELEV 454

FAIRBANKS/FORT WAINWRIGHT (Amdt 9, 09295)

RADAR 1(D) - FAIRBANKS APP CON - 126.5 381.4 125.35 363.2 (E)

▽ ▲ NA

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATh/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR (A)	25	3.0°/60/1150	ABCDE	654-½	200	(200-½)
PAR W/O GS (B) 25			AB	960-½	506	(600-½)
			CD	960-1	506	(600-1)
			E	960-1¼	506	(600-1¼)
CIR (C) 25			AB	960-1	506	(600-1)
			C	1000-1½	546	(600-1½)
			D	1020-2	566	(600-2)
			E	1200-2¾	746	(800-2¾)

(A) When ALS inop, increase CAT E vis to ¾ mile. (B) When ALS inop, increase CAT E vis to 1¼ miles.

(C) Circling not authorized N of Rwy 7-25. (D) Procedure NA when control tower closed.

LADD AAF, AK

ELEV 454

FAIRBANKS/FORT WAINWRIGHT (Amdt 1, 09295)

RADAR 2(B) - FAIRBANKS APP CON - 126.5 381.4 125.35 363.2 (E)

▽ ▲ NA

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATh/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATh/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR (C) 25			AB	1120-½	666	(700-½)	C	1120-1¼	666	(700-1¼)
			D	1120-1½	666	(700-1½)	E	1120-1¾	666	(700-1¾)
CIR (A) 25			AB	1120-1	666	(700-1)	C	1120-1¾	666	(700-1¾)
			D	1120-2	666	(700-2)	E	1200-2¾	746	(800-2¾)

(A) Circling not authorized N of Rwy 7-25. (B) Procedure NA when control tower closed. (C) When ALS inop, increase CAT E vis to 2¼ miles.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

ADAK ISLAND, AK

ADAK (ADK)

AMDT 2 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, Std. w/min. climb of 370 feet per NM to 4400, or 4400-3 for climb in visual conditions. **Rwy 18**, NA-obstacles. **Rwy 23**, Std. w/min. climb of 622 feet per NM to 4600, or 4400-3 for climb in visual conditions. **Rwy 36**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 5**, Climb via 054° bearing from ADK NDB/DME to 4400, then climbing right turn to 5600 direct ADK NDB/DME. Continue climb in ADK NDB/DME holding pattern (hold, NE, RT, 234° inbound) to cross ADK NDB/DME at or above MEA/MCA for route of flight, or for climb in visual conditions: Cross ADK NDB/DME at or above 5600 before proceeding on course. **Rwy 23**, Climb to 4600 direct ADK NDB/DME and via 234° bearing from ADK NDB/DME then climbing left turn to 5600 direct ADK NDB/DME, continue climb in ADK NDB/DME holding pattern (hold, NE, RT, 234° inbound) to cross ADK NDB/DME at or above MEA/MCA for route of flight, or for climb in visual conditions: cross ADK NDB/DME at or above 5600 before proceeding on course.

NAME TAKE-OFF MINIMUMS

ADAK (ADK) (CON'T)

NOTE: **Rwy 5**, Rising terrain beginning 39' from departure end of runway, 470' left of centerline, up to 50' MSL. Rising terrain beginning 68' from departure end of runway, 244' right of centerline, up to 23' MSL. **Rwy 23**, Rising terrain beginning 17' from departure end of runway, 356' right of centerline, up to 283' MSL. Bush 1.8NM from departure end of runway, 1470' right of centerline, up to 10' AGL/507' MSL. Bush 2 NM from departure end of runway, 20' left of centerline, up to 10' AGL/504' MSL. Bush 3766' from departure end of runway, 142' right of centerline, 10' AGL/310' MSL.

AKHIOK, AK

AKHIOK (AKK)

ORIG 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22**, N/A-obstacles.

DEPARTURE PROCEDURE: **Rwy 4**, use JOGMO DEPARTURE.

AKIAK, AK

AKIAK (AKI)

ORIG 09239 (FAA)

DEPARTURE PROCEDURE: Use AKIAK DEPARTURE.

**ALLAKAKET, AK**

ALLAKAKET (6A8)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, std. w/ min. climb of 240' to 5300, or 1200-2½ for climb in visual conditions.**Rwy 23**, std. w/ min. climb of 220' to 5300, or 1200-2½ for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 5**, climb via heading 052° to 3500 before proceeding on course. **Rwy 23**, climb via heading 232° to 2400 before proceeding on course. **Rwys 5, 23**, for climb in visual conditions: Cross Allakaket Airport at or above 1500 before proceeding on course.NOTE: **Rwy 5**, tree 799' from DER, 606' right of centerline, 40' AGL/532' MSL. Tree 1297' from DER, 664' right of centerline 40' AGL/534' MSL. Tree 2007' from DER, 342' right of centerline 40' AGL/498' MSL.**ALLEN AAF (PABI)**

DELTA JUNCTION/FORT GREELY, AK . 07354

DEPARTURE PROCEDURE: **Rwys 19, 25, 28**climbing right turn via heading 332° and BIG VORTAC R-287 to 3500, thence... **Rwys 1, 7, 10**, climbing left turn via heading 242° and BIG VORTAC R-287 to 3500, thence...

...for V444 westbound departures continue on course, all others turn right direct BIG VORTAC or DJN NDB and proceed via airway radials/bearings on course.

NOTE: **Rwy 1**, multiple trees and fence beginning 46' from DER, 326' right of centerline, up to 59' AGL/1284' MSL. **Rwy 7**, multiple trees, fence, and REILS beginning 32' from DER, left and right of centerline, up to 67' AGL/1329' MSL. **Rwy 10**, multiple trees, fence, and REILS beginning 41' from DER, left and right of centerline, up to 70' AGL/1331' MSL. **Rwy 19**, multiple trees and power poles beginning 415' from DER, left and right of centerline, up to 46' AGL/1337' MSL. **Rwy 25**, multiple trees and fence beginning 86' from DER, left and right of centerline, up to 45' AGL/1317' MSL. **Rwy 28**, multiple trees and REILS beginning 4' from DER, left and right of centerline, up to 47' AGL/1301' MSL.**AMBLER, AK**

AMBLER (AFM)

ORIG 82077 (FAA)

DEPARTURE PROCEDURE: **Rwy 36**, turn right.**Rwy 18**, turn left, climb SE bound on 150° bearing from AMF NDB to 2000, then climb on course.**ANAKTUVUK PASS, AK**

ANAKTUVUK PASS (AKP)

AMDT 1 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20**, NA-obstacles.DEPARTURE PROCEDURE: **Rwy 2**, Use AKUMY

DEPARTURE (RNAV).

ANCHORAGE, AK

TED STEVENS ANCHORAGE INTL (ANC)

AMDT 5 01305 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7L**, 3300-1, or std. with a minimum climb of 320' per NM to 3400'. **Rwy 7R**, 2800-1 or std. with a minimum climb of 290' per NM to 2900.DEPARTURE PROCEDURE: Departures 020° CW to 160°. **Rwys 7L, 7R**, climb straight ahead to 2000 or ANC VOR/DME 9 DME/BGQR-152, whichever comes first, then turn right to heading 190° to intercept ENA R-025. Continue in a climb to 5000, prior to proceeding on course. **Rwy 14**, turn right to 200°, climb to 2000, intercept the ENA R-025, climb to 5000 prior to proceeding on course. **Rwys 25L, 25R, 32**, climb direct ANC VOR/DME. Cross ANC VOR/DME at or above 4000, continue on course. If required, climb in a holding pattern, (SW, right turns, 053° inbound). Departures 161° CW to 270°. **Rwys 7L, 7R, 14**, departure as above to 3000 prior to proceeding on course. **Rwys 25L, 25R, 32**, climb on course. Departures 271° CW to 019°. **Rwys 7L, 7R**, climb to 2000, or the ANC 11 DME, left turn, climb inbound on the BGQR-145 to 3000, then climb on course. **Rwy 14**, turn right, climb on course. **Rwys 25L, 25R, 32**, climb on runway heading to 2000, then climb on course.**MERRILL FIELD (MRI)**TAKE-OFF MINIMUMS: **Rwys 4, 22**, NA. **Rwy 25**, 400-1. **Rwy 16**, 500-1.DEPARTURE PROCEDURE: **Rwy 34**, climb on runway heading to 500. **Rwy 7**, turn right after take-off, N bound (360°) through SE bound (170°) IFR departures, climb direct to Anchorage VORTAC/ Campbell Lake NDB to cross VORTAC/ Campbell Lake NDB at or above MCA before proceeding on course.**ANIAK, AK**

ANIAK (ANI)

AMDT 2 01081 (FAA)

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 1800 before turning on course. **Rwy 28**, climb runway heading to 1300 before turning on course.**ANVIK, AK**

ANVIK (ANV)

ORIG 08269 (FAA)

NOTE: **Rwy 17**, multiple trees beginning 56' from departure end of runway, 30' left of centerline, up to 50' AGL/436' MSL. Multiple trees beginning 87' from departure end of runway, 38' right of centerline, up to 50' AGL/349' MSL. **Rwy 35**, Multiple trees beginning 93' from departure end of runway, 129' left of centerline, up to 50' AGL/349' MSL. Multiple trees beginning 8' from departure end of runway, 10' right of centerline, up to 50' AGL/366' MSL.**ARCTIC VILLAGE, AK**

ARCTIC VILLAGE (ARC)

ORIG 06047 (FAA)

DEPARTURE PROCEDURE: Use TUVVO DEPARTURE.

ATKA, AK

ATKA (AKA)

ORIG 00055 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15**, 500-2. **Rwy 33**, 600-2.

DEPARTURE PROCEDURE: **Rwy 15**, use ATKA ONE

DEPARTURE. **Rwy 33**, use EIVRS ONE

DEPARTURE.

BEAVER, AK

BEAVER (WBQ)

ORIG 09239 (FAA)

NOTE: **Rwy 5**, multiple trees beginning 229' from DER, 262' right of centerline, up to 60' AGL/419' MSL.

Multiple trees beginning 1263' from DER, 373' right of centerline, up to 60' AGL/419' MSL. Vehicle on road 392' from DER, 9' right of centerline, 10' AGL/369' MSL.

Rwy 23, multiple trees beginning 1259' from DER, 374' right of centerline, up to 60' AGL/419' MSL. Multiple trees beginning 1277' from DER, 366' left of centerline, up to 60' AGL/419' MSL.

BETHEL, AK

BETHEL (BET)

AMDT 3 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30**, 1¼ or std. w/ min. climb of 245' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 1L**, tree 6' from departure end of runway, 218' right of centerline, 35' AGL/105' MSL. Tree 210' from departure end of runway, 251' left of centerline, 35' AGL/111' MSL. **Rwy 1R**, tree 125' from departure end of runway, 452' left of centerline, 35' AGL/125' MSL. **Rwy 12**, multiple trees beginning 508' from departure end of runway, 129' left of centerline, up to 35' AGL/144' MSL. **Rwy 19L**, multiple trees beginning 21' from departure end of runway, 175' right of centerline, up to 35' AGL/130' MSL. **Rwy 19R**, multiple trees beginning 21' from departure end of runway, 313' left of centerline, up to 35' AGL/130' MSL. **Rwy 30**, tree 95' from departure end of runway, 140' right of centerline, 35' AGL/128' MSL. Multiple towers 5771' from departure end of runway, 65' right of centerline, up to 147' AGL/297' MSL.

BETTLES, AK

BETTLES (BTT)

AMDT 2 07242 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, std. w/ min. climb of 400' per NM to 2500 or 3100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 012° to 2500 then climbing left turn to 3600 direct BTT VOR/DME. Climb in BTT VOR/DME holding pattern (hold south, left turn, 338° inbound) to cross BTT VOR/DME at or above 3600 or as directed by ATC. For climb in visual conditions: cross Bettles VOR/DME at or above 3600 MSL before proceeding on course. **Rwy 19**, climb heading 192° to 1800 then climbing left turn to 3600 direct BTT VOR/DME. Climb in BTT VOR/DME holding pattern (hold south, left turn, 338° inbound) to cross BTT VOR/DME at or above 3600 or as directed by ATC.

NOTE: **Rwy 1**, multiple trees beginning 450' from departure end of runway, 267' right of centerline, up to 47' AGL/691' MSL. Multiple trees beginning 80' from departure end of runway, 148' left of centerline, up to 16' AGL/664' MSL. Antenna on building 395' from departure end of runway, 161' right of centerline, 14' AGL/658' MSL, DME antenna 412' from departure end of runway, 205' right of centerline, 12' AGL/656' MSL.

Rwy 19, multiple trees beginning 140' from departure end of runway, 94' right of centerline up to 38' AGL/670' MSL. Multiple trees beginning 286' from departure end of runway, 152' left of centerline, up to 26' AGL/658' MSL.

BIG LAKE, AK

BIG LAKE (BGQ)

AMDT 1 06159 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1 w/ a min. climb of 310' per NM to 700, or 900-2½ for climb in visual conditions. **Rwy 25**, 400-2 or std. w/ a min climb of 300' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 7**, climbing left turn direct to BGQ VORTAC, thence..., or for climb in visual conditions: cross Big Lake Airport at or above 900 then proceed direct BGQ VORTAC, thence...**Rwy 25**, climbing right turn direct to BGQ VORTAC, thence... climb in holding pattern (hold south, left turn, 350° inbound) to MCA or MEA for route of flight.

NOTE: **Rwy 7**, bushes beginning 33' from departure end of runway, 335' left of centerline, up to 10' AGL/259' MSL. Multiple trees beginning 1150' from departure end of runway, 310' left of centerline, up to 85' AGL/434' MSL. Multiple trees beginning 2412' from departure end of runway, 594' right of centerline, up to 85' AGL/302' MSL. Terrain beginning 1.7 NM from departure end of runway, 470' right of centerline, 549' MSL.

Rwy 25, multiple trees beginning 33' from departure end of runway, 129' left of centerline, up to 85' AGL/495' MSL. Multiple trees beginning 960' from departure end of runway, 185' right of centerline, up to 85' AGL/281' MSL. Terrain beginning 1.7 NM from departure end of runway, 1422' left of centerline, 511' MSL.

BUCKLAND, AK

BUCKLAND (BVK)

AMDT 1 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11**, std. w/ min. climb of 325' per NM to 1800, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 11**, climbing left turn to 3000 heading 280°, 314° bearing from BVK NDB and OTZ R-133 to OTZ VOR/DME, before proceeding on course, or for climb in visual conditions: cross Buckland Airport at or above 1800 MSL before proceeding on course. **Rwy 29**, climbing right turn to 3000 via BVK 314° bearing and OTZ R-133 to OTZ VOR/DME, before proceeding on course.

NOTE: **Rwy 11**, tower 1494' from departure end of runway, 112' right of centerline, 45' AGL/120' MSL.

Trees 800' from departure end of runway, left and right of centerline, 50' AGL/99' MSL, tree 6001' from departure end of runway, 1169' left of centerline, 50' AGL/199' MSL.

CAPE LISBURN LRRS (PALU)

CAPE LISBURN, AKAMDT 3, 09015

Diverse departures not authorized.

DEPARTURE PROCEDURE: **Rwy 8**, use CAPE LISBURN DEPARTURE. **Rwy 26**, NA.

TAKE-OFF OBSTACLES: **Rwy 8**, Rising terrain to 645' MSL, from DER out to 1.4 NM, from 197' to 992' right of centerline increasing to SE. Buildings and barge area to 80' MSL, 8' inward of DER, 56' to 84' left of centerline and 486' right of centerline. Buildings to 174' MSL, 2593' beyond DER, from 129' to 625' right of centerline.

CAPE NEWENHAM LRRS (PAEH)

CAPE NEWENHAM, AKAMDT 2, 09015

Diverse departures not authorized.

DEPARTURE PROCEDURE: **Rwy 14**, NA. **Rwy 32**, use CAPE NEWENHAM DEPARTURE.

TAKE-OFF OBSTACLES: **Rwy 32**, terrain, 271' MSL, 500' right of centerline. Terrain, 249' MSL, 209' from DER, 390' right of centerline.

CAPE ROMANZOF LRRS (PACZ)

CAPE ROMANZOF, AKAMDT 3, 09015

Diverse departures not authorized.

DEPARTURE PROCEDURE: **Rwy 2**, NA. **Rwy 20**, use CAPE ROMANZOF DEPARTURE.

TAKE-OFF OBSTACLES: **Rwy 20**: DME antenna, 455' MSL, 38' prior to DER, 252' left of centerline. Terrain, 464' MSL, 47' from DER, 512' left of centerline. Terrain, 462' MSL, 237' from DER, 563' left of centerline. Terrain, 437' MSL, 379' from DER, 507' left of centerline. Terrain, 423' MSL, 24' from DER, 310' left of centerline.

CHALKYITSIK, AK

CHALKYITSIK (CIK)

ORIG 09239 (FAA)

NOTE: **Rwy 3**, tree 330' from DER, 355' left of centerline, 15' AGL/564' MSL. Tree 1291' from DER, 191' right of centerline 15' AGL/564' MSL. **Rwy 21**, tree 237' from DER, 92' left of centerline, 15' AGL/564' MSL. Tree 692' from DER, 346' left of centerline, 15' AGL/564' MSL. Tree 909' from DER, 472' right of centerline, 15' AGL/564' MSL.

CHEVAK, AK

CHEVAK (VAK)

ORIG 07298 (FAA)

NOTE: **Rwy 2**, vegetation beginning 76' from departure end of runway, 210' left of centerline, up to 15' AGL/89' MSL. **Rwy 20**, vegetation beginning 71' from departure end of runway, 231' left of centerline, up to 15' AGL/89' MSL.

CHUATHBALUK, AK

CHUATHBALUK (9A3)

ORIG 09295 (FAA)

DEPARTURE PROCEDURE: see EBSIH DEPARTURE.

COLD BAY, AK

COLD BAY (CDB)

AMDT 6 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 26**, 900-2 1/2 or std. w/ min. climb of 400' per NM to 1200.

DEPARTURE PROCEDURE: **Rwys 8, 14**, Climbing left turn direct ELF NDB or CDB VORTAC, thence...

Rwy 26, Climbing right turn direct ELF NDB or CDB VORTAC, thence.... **Rwy 32**, Climb direct to ELF NDB or CDB VORTAC, thence...

...Climb in ELF NDB holding pattern (NW, LT, 144° inbound) or CDB VORTAC holding pattern (NW, LT, 145° inbound) to MEA for direction of flight.

NOTE: **Rwy 14**, Antenna on building, 480' from departure end of runway, 237' left of centerline, 17' AGL/106' MSL. Ground 1' from departure end of runway, 300' left of centerline, 3' AGL/92' MSL. **Rwy 26**, Ground, 50' from departure end of runway, 297' right of centerline, 8' AGL/93' MSL. Road, 311' from departure end of runway, 259' left of centerline, 14' AGL/99' MSL. Road, 372' from departure end of runway, 7' right of centerline, 12' AGL/97' MSL.

COLDFOOT, AK

COLDFOOT (CXF)

ORIG 05244 (FAA)

DEPARTURE PROCEDURE: **Rwy 19**, Use BETTLES DEPARTURE.



09295

CORDOVA, AK

MERLE K. (MUDHOLE) SMITH (CDV)

AMDT 6 05188 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, NA- ATC. **Rwy 27**, std., do not exceed 210 knots until established on 200° bearing from GCR NDB. **Rwy 34**, NA- obstacles and ATC.

NOTE: **Rwy 9**, DME required.

NOTE: **Rwy 27**, ADF required.

DEPARTURE PROCEDURE: **Rwy 9**, climb to assigned altitude east on I-CDV course to FORAT/I-CDV 44.6 DME before proceeding on course. **Rwy 27**, climbing left turn via 200° bearing from GCR NDB to EYAKS Int, thence...

...climb in EYAKS Int holding pattern (S, RT, 020° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 9**, multiple trees and bushes beginning 149' from departure end of runway, 150' right of centerline, up to 27' AGL/119' MSL. Multiple trees, bushes, and poles beginning 197' from departure end of runway, 106' left of centerline, up to 27' AGL/130' MSL. **Rwy 27**, multiple poles and bushes beginning 162' from departure end of runway, 261' right of centerline, up to 27' AGL/53' MSL. Multiple trees beginning 69' from departure end of runway, 431' left of centerline, up to 27' AGL/48' MSL.

DEERING, AK

DEERING (DEE)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11**, std. w/ min. climb of 360' per NM to 800, or 1100-2 ½ for climb in visual conditions. **Rwy 29**, 300-1½ or std. w/ min. climb of 270' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 11**, for climb in visual conditions, cross Deering Airport at or above 1000 before proceeding on course. **Rwy 20**, climb heading 204° to 600 before turning left.

NOTE: **Rwy 2**, tree 82' from DER, 6' right of centerline, 30' AGL/55' MSL. Trees beginning 803' from DER, left and right of centerline, up to 30' AGL/55' MSL. **Rwy 11**, trees beginning 119' from DER, left and right of centerline, up to 30' AGL/55' MSL. Tree 4592' from DER, 796' left of centerline, 30' AGL/179' MSL. Trees beginning 5715' from DER, 110' left of centerline, up to 30' AGL/329' MSL. Trees beginning 1.3 NM from DER, 259' right of centerline, up to 30' AGL/429' MSL. **Rwy 20**, trees beginning 151' from DER, left and right of centerline, up to 30' AGL/79' MSL.

DILLINGHAM, AK

DILLINGHAM (DLG)

AMDT 3 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 1**, climb on heading between 023° CW to 191° from departure end of runway or minimum climb of 265' per NM to 3100' for all other courses. **Rwy 19**, climb heading 191° to 800' before turning right.

NOTE: **Rwy 1**, vehicle on road 191' from departure end of runway, left and right, up to 15' AGL/75' MSL. Multiple trees, poles, fence and antenna 833' from departure end of runway, 222' right of centerline, up to 58' AGL/165' MSL. Multiple trees and poles beginning 1607' from departure end of runway, 222' left of centerline, up to 58' AGL/189' MSL. **Rwy 19**, building and multiple trees beginning 177' from departure end of runway, 191' right of centerline, up to 49' AGL/118' MSL. Multiple trees, antenna and poles beginning 129' from departure end of runway, 234' left of centerline, up to 38' AGL/114' MSL.

EGEGIK, AK

EGEGIK (EII)

ORIG 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 21**, NA- Environmental.

EIELSON AFB (PAEI)

FAIRBANKS, AK 07242

DEPARTURE PROCEDURE: Comply with assigned SID, or: **Rwy 32**, standard with Climb Gradient of 250 ft/NM to 3800. **Rwy 14**, standard with Climb Gradient of 280 ft/NM to 3500.

VCOA DEPARTURE: Climb in Visual Conditions (Minimum Ceiling 2000', Minimum Visibility 3.0 SM) within 6.66 NM of PAEI airport, cross PAEI airport at or above 2400' MSL before proceeding on course. Max Airspeed 250 KIAS.

NOTE: **Rwy 32**, 85' AGL trees 2700' from departure end of runway, 1200' right of centerline. 70' AGL trees 3300' from departure end of runway, 1000' left of centerline. 85' AGL trees 1600' from departure end of runway, 850' left of centerline.

ELMENDORF AFB (PAED)

ANCHORAGE, AK 08325

TAKE-OFF MINIMUMS: **Rwy 16**, NA. **Rwy 34**, 200-¼ or standard with minimum climb rate of 650' per NM to 700.

TEXTUAL DEPARTURE: **Rwy 6**, south through northbound (239° CW 341°) climb on course, maintain FL200 or ATC assigned altitude. North through southbound (342° CW 238°) departures not authorized.

Rwy 24, south through northbound (259° CW 009°) climb on course, maintain FL200 or ATC assigned altitude. North through southbound (010° CW 258°) departures not authorized. **Rwy 34**, south through northbound (180° CW 319°), cross departure end of runway at or above 10' AGL/222' MSL and climb on course, maintain FL200 or ATC assigned altitude. North through southbound (320° CW 179°) departures not authorized.

NOTE: **Rwy 6**, 210' MSL Terrain, 15' to 325' from DER, 83' to 500' left of centerline. 259' MSL road, 1578' to 2215' from DER, 290' to 795' left of centerline. 255' MSL road, 1445' from DER, 383' right of centerline. **Rwy 24**, 195' MSL terrain, 50' to 260' from DER, 500' to 570' right of centerline. 241' MSL terrain, 2210' to 2240' from DER, 1000' to 1100' right of centerline.

Rwy 34, 305' MSL terrain and fence line, 2215' from DER, 1100' right of centerline. **VCOA Departure Rwy 6**: Climb in visual conditions (Minimum Ceiling 5700', Minimum Visibility 3.0 SM) within 6.8 NM of PAED airport. Cross PAED airport at or above 5800' MSL before proceeding on course. Max airspeed 250 KIAS. **VCOA Departure Rwy 24**: Climb in visual conditions (Minimum Ceiling 5800', Minimum Visibility 3.0 SM) within 7.4 NM of PAED airport. Cross PAED airport at or above 5900' MSL before proceeding on course. Max airspeed 250 KIAS.

VCOA Departure Rwy 34: Climb in visual conditions (Minimum Ceiling 5700', Minimum Visibility 3.0 SM) within 7.0 NM of PAED airport. Cross PAED airport at or above 5800' MSL before proceeding on course. Max airspeed 250 KIAS.

EMMONAK, AK

EMMONAK (ENM)
ORIG 07074 (FAA)

NOTE: **Rwy 34**, bush 11' from departure end of runway, 146' left of centerline, 5' AGL/17' MSL.

FAIRBANKS, AK

FAIRBANKS INTL (FAI)

AMDT 5 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwys 2L, 2R**, std. w/ min. climb of 230' per NM to 2600.

DEPARTURE PROCEDURE: **Rwys 2L, 2R**, climb heading 032° to 2600 before proceeding on course.

Rwys 20L, 20R, climb heading 197° to 2600 before proceeding on course.

NOTE: **Rwy 2L**, terrain 11' from DER, 166' left of centerline 440' MSL. Building 331' from DER, 252' left of centerline, 13' AGL/448' MSL. **Rwy 2R**, tank 32' from DER, 359' left of centerline 6' AGL/439' MSL. Terrain 52' from DER, 389' left of centerline, 440' MSL. Building 188' from DER, 450' left of centerline, 9' AGL/442' MSL. Aircraft 211' from DER, 456' right of centerline, 8' AGL/441' MSL. Terrain beginning 132' from DER, 208' right of centerline, up to 447' MSL. Tree 502' from DER, 369' left of centerline, 15' AGL/448' MSL. **Rwy 20L**, terrain 9' from DER, 130' left of centerline, 437' MSL. Terrain 89' from DER, 467' right of centerline, 443' MSL. Multiple trees beginning 335' from DER, 459' right of centerline up to 68' AGL/521' MSL. Multiple trees beginning 870' from DER, 188' left of centerline, up to 60' AGL/491' MSL. **Rwy 20R**, building 7' from DER, 425' right of centerline, 22' AGL/447' MSL. Terrain beginning 194' from DER, 122' left of centerline, up to 453' MSL. Terrain beginning 34' from DER, 66' right of centerline, up to 457' MSL.

FORT YUKON, AK

FORT YUKON (FYU)

AMDT 1 07130 (FAA)

NOTE: **Rwy 4**, multiple trees beginning 500' from departure end of runway, 130' right of centerline, up to 30' AGL/479' MSL. **Rwy 22**, multiple trees beginning at departure end of runway, 204' left of centerline, up to 30' AGL/501' MSL, vehicle on road at departure end of runway, 188' left of centerline, 15' AGL/464' MSL.

GAMBELL, AK

GAMBELL (GAM)

AMDT 1 90347 (FAA)

DEPARTURE PROCEDURE: **Rwy 16, 34**, climb on runway heading to 1000 before proceeding on course.

GOLOVIN, AK

GOLOVIN (GLV)

ORIG 05356 (FAA)

DEPARTURE PROCEDURE: Use NOME DEPARTURE.

GULKANA, AK

GULKANA (GKN)

AMDT 7 07018 (FAA)

DEPARTURE PROCEDURE: **Rwy 15**, climb via heading 148° to 2800, then climbing left turn direct GKN VOR/DME or GLA NDB, thence. . . . **Rwy 33**, climb via heading 328° to 2800, then climbing left turn direct GKN VOR/DME or GLA NDB, thence. . . .

. . . . climb in holding pattern (GKN VOR/DME hold NW, right turn, 143° inbound), (GLA NDB hold NW, right turn, 143° inbound) to cross GKN VOR/DME at or above 4000 or GLA NDB at or above 10000.

NOTE: **Rwy 15**, multiple trees beginning 1175' from departure end of runway, 709' right of centerline, up to 40' AGL/1599' MSL. Multiple trees beginning 1194' from departure end of runway, 668' left of centerline up to 40' AGL/1599' MSL. **Rwy 33**, multiple trees and vehicles beginning 478' from departure end of runway, 514' left of centerline up to 40' AGL/1639' MSL. Multiple trees beginning 746' from departure end of runway, 631' right of centerline up to 40' AGL/1639' MSL.

GUSTAVUS, AK

GUSTAVUS (GST)

AMDT 2 03359 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 1500-2½ for climb in visual conditions. **Rwy 11**, std. with a min. climb of 260' per NM to 1200 or 1500-2½ for climb in visual conditions. **Rwy 20**, std. with a min. climb of 290' per NM to 1400 or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2**, climb in visual conditions to cross departure end of Runway 11 eastbound at or above 1500, then climb to 5500 via SSR VORTAC R-288 (287° bearing from EEF NDB) to SSR VORTAC/EEF NDB. **Rwy 11**, climb via SSR VORTAC R-288 to SSR VORTAC, or via 287° bearing from EEF NDB to EEF NDB, or climb in visual conditions to cross departure end of Runway 11 eastbound at or above 1500, then climb to 5500 via SSR VORTAC R-288 (287° bearing from EEF NDB) to SSR VORTAC/EEF NDB. **Rwy 20**, left turn via 155° heading and SSR VORTAC R-280 (282° bearing from EEF NDB) inbound to SSR VORTAC/EEF NDB, or climb in visual conditions to cross departure end of Runway 11 eastbound at or above 1500, then climb to 5500 via SSR VORTAC R-288 (287° bearing from EEF NDB) to SSR VORTAC/EEF NDB. **Rwy 29**, left turn via 195° heading and SSR VORTAC R-280 (282° bearing from EEF NDB) inbound to SSR VORTAC/EEF NDB. **All aircraft** maintain 5500.

HOLY CROSS, AK

HOLY CROSS (HCA)

AMDT 2 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 013° to 1000 before proceeding on course. **Rwy 19**, climb heading 193° to 1000 before proceeding on course.

NOTE: **Rwy 1**, multiple trees beginning 11' from DER, 163' right of centerline, up to 60' AGL/159' MSL. Multiple trees beginning 14' from DER, 140' left of centerline, up to 60' AGL/159' MSL. **Rwy 19**, multiple trees beginning 21' from DER, 98' right of centerline, up to 60' AGL/159' MSL. Multiple trees beginning 47' from DER, 117' left of centerline, up to 60' AGL/159' MSL.

**HOMER, AK**

HOMER (HOM)

AMDT 1 80248 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climbing right turn to heading 240° to intercept and track out-bound on HOM R-200 or 210° bearing from ACE NDB.

Rwy 21, climb runway heading to intercept HOM R-200 or 210° bearing from ACE NDB. Northwest bound through Northeast bound (321° CW 030°), climb to 2500 via HOM R-200 or 210° bearing from ACE NDB, then direct HOM VOR/DME or ACE NDB. Cross HOM VOR/DME or ACE NDB at or above 4000, then climb on course. Northeast bound through Southeast bound (031° CW 150°), climb to 2500 via HOM R-200 or 210° bearing from ACE NDB, then direct HOM VOR/DME or ACE NDB. Cross HOM VOR/DME or ACE NDB at or above 5000, then climb on course. Southwest bound through Southwest bound (151° CW 199°), climb to 3400 via HOM R-200 or 210° bearing from ACE NDB then climb on course. Southwest bound through Northwest bound (200° CW 320°), climb to 2500 via HOM R-200 or 210° bearing from ACE NDB, then climb on course or comply with published Homer, Alaska SID.

HOOVER BAY, AK

HOOVER BAY (HPB)

ORIG-A 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 31**, climb heading 316° to 800 before turning east.

NOTE: **Rwy 13**, mobile crane 527' from DER, 144' right of centerline, 87' AGL/114' MSL. Pole 453' from DER, 446' left of centerline, 6' AGL/33' MSL, road 349' from DER, on centerline, 15' AGL/28' MSL, light on wind indicator 590' from DER, 389' left of centerline, 7' AGL/34' MSL, hanger 132' from DER, 361' left of centerline, 12' AGL/19' MSL.

HUSLIA, AK

HUSLIA (HLA)

ORIG 08269 (FAA)

NOTE: **Rwy 3**, multiple trees beginning 115' from departure end of runway, 278' right of centerline, up to 20' AGL/261' MSL. Multiple trees beginning 181' from departure end of runway, 20' left of centerline, up to 20' AGL/275' MSL. **Rwy 21**, pole 1125' from departure end of runway, 795' right of centerline, 76' AGL/260' MSL. Multiple trees and bushes beginning 169' from departure end of runway, 164' left of centerline, up to 20' AGL/284' MSL. Multiple trees and bushes beginning 141' from departure end of runway, 204' right of centerline, up to 20' AGL/260' MSL.

IGIUGIG, AK

IGIUGIG (IGG)

ORIG 09015 (FAA)

NOTE: **Rwy 5**, trees beginning 13' from departure end of runway, 154' right of centerline, up to 60' AGL/159' MSL.

Rwy 23, trees beginning 13' from departure end of runway, 153' left of centerline, up to 60' AGL/209' MSL.

ILIAMNA, AK

ILIAMNA (ILI)

AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, std. w/min. climb of 400' per NM to 2900, or 2900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7**, climb to 2100, then climbing right turn via 278° bearing to ILI NDB. Climb in ILI NDB/DME holding pattern (South, Right turn, 003° inbound) to 4500 before proceeding enroute.

Rwy 17, climb to 2100, then climbing left turn via 328° bearing to ILI NDB. Climb in ILI NDB/DME holding pattern (South, Right turn, 003° inbound) to 4500 before proceeding enroute. **Rwy 25**, climb heading 240° to 2100, then climbing left turn via 041° bearing to ILI NDB. Climb in ILI NDB/DME holding pattern (South, Right turn, 003° inbound) to 4500 before proceeding enroute. **Rwy 35**, climb to 2900, then climbing left turn via 139° bearing to ILI NDB. Climb in ILI NDB/DME holding pattern (South, Right turn, 003° inbound) to 4500 before proceeding enroute or for climb in visual conditions: Cross Iliamna airport at or above 2900 MSL before proceeding on course.

NOTE: **Rwy 7**, WSK 1' from DER, 358' left of centerline, 16' AGL/160' MSL. Tree 304' from DER, 363' left of centerline, 11' AGL/155' MSL. **Rwy 17**, trees beginning 59' from DER, 442' right of centerline, up to 30' AGL/199' MSL. **Rwy 25**, trees beginning 76' from DER, 211' right of centerline, up to 30' AGL/262' MSL. Trees beginning 208' from DER, 12' left of centerline, up to 30' AGL/263' MSL. **Rwy 35**, trees beginning 85' from DER, 18' left of centerline, up to 30' AGL/239' MSL. Trees beginning 757' from DER, 39' right of centerline, up to 30' AGL/238' MSL. Bushes beginning 247' from DER, 281' left of centerline, up to 30' AGL/205' MSL. Bush 434' from DER, 258' right of centerline, 11' AGL/194' MSL. Vehicle on road 436' from DER, 407' left of centerline, up to 15' AGL/219' MSL.

INDIAN MOUNTAIN LRRS (PAIM)

UTOPIA CREEK, AK.ORIG, 09015

Diverse departures not authorized.

TAKEOFF MINIMUMS: **Rwy 6**, 3500-3 for climb in visual conditions. **Rwy 24**, NA.

DEPARTURE PROCEDURE: **Rwy 6**, for climb in visual conditions: Remain within 5.8 NM of Indian Mountain Airport, cross UTO NDB at or above 4600 before proceeding via published route. Max airspeed 250 KIAS.

TAKE-OFF OBSTACLES: **Rwy 6**, Terrain, 1012' MSL, 634' from DER, 670' right of centerline. Terrain, 994' MSL, 147' from DER, 506' right of centerline. Terrain, 1110' MSL 4800' from DER 1787' left of centerline. Building 22' AGL/1417' MSL, 34' prior to DER, 421 right of centerline. Tree line, 60' AGL/ 1110' MSL, 689' from DER, 387' left of centerline.

JUNEAU, AK

JUNEAU INTL (JNU)

AMDT 3 07018 (FAA)

DEPARTURE PROCEDURE: **Rwys 8, 26**, Use CINGA DEPARTURE.

KAKE, AK

KAKE (AFE)

AMDT 1 08213 (FAA)

DEPARTURE PROCEDURE: Use KAKE DEPARTURE.

KALSKAG, AK

KALSKAG (KLG)

AMDT 1 05188 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, NA-high terrain.

DEPARTURE PROCEDURE: **Rwy 24**, climb via heading 243° to 1000 before proceeding on course.

NOTES: **Rwy 24**, numerous trees beginning 1000' from departure end of runway, on centerline, up to 100' AGL/154' MSL. Numerous trees beginning 750' from departure end of runway, 500' right of centerline, up to 100' AGL/154' MSL. Numerous trees beginning 960' left of centerline, up to 100' AGL/154' MSL.

KALTAG, AK

KALTAG (KAL)

ORIG 05244 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, std. w/a min. climb of 460' per NM to 4000, or 1300-3 for climb in visual conditions. **Rwy 21**, std. w/a min. climb of 481' per NM to 4000, or 1300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3**, climb via 029° heading to 1100 before proceeding on course or climb in visual conditions to cross Kaltag Airport at or above 2700 before proceeding on course. **Rwy 21**, climb via 209° heading to 1100 before proceeding on course or climb in visual conditions to cross Kaltag Airport at or above 2700 before proceeding on course.

TAKE-OFF NOTE: **Rwy 3**, trees 400' from departure end of runway, 400' right of centerline, 50' AGL/250' MSL.

KENAI, AK

KENAI MUNI (ENA)

AMDT 1 07298 (FAA)

DEPARTURE PROCEDURE: **Rwys 1L/R**, climb on a heading between 300° clockwise to 190° from departure end of runway. **Rwys 19L/R**, climb heading 192° to 1100, then climb on a heading between 222° counter clockwise to 010° from departure end of runway.

NOTE: **Rwy 1L**, multiple trees beginning 58' from departure end of runway, 349' right of centerline, up to 60' AGL/113' MSL. Multiple trees beginning 67' from departure end of runway, 376' left of centerline, up to 60' AGL/121' MSL. **Rwy 1R**, tree 1034' from departure end of runway, 264' right of centerline, 60' AGL/134' MSL. Multiple trees beginning 314' from departure end of runway, 477' left of centerline, up to 60' AGL/108' MSL. **Rwy 19L**, multiple buildings and antennas beginning 2053' from departure end of runway, 662' left of centerline, up to 63' AGL/169' MSL. **Rwy 19R**, multiple bushes and trees 24' from departure end of runway, 90' right of centerline, up to 60' AGL/148' MSL. Multiple trees beginning 986' from departure end of runway, 160' left of centerline, up to 60' AGL/147' MSL. Pole 492' from departure end of runway, 600' left of centerline, 33' AGL/125' MSL.

KETCHIKAN, AK

KETCHIKAN INTL (KTN)

AMDT 8 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 11**, use KETCHIKAN DEPARTURE. **Rwy 29**, use SKOWL DEPARTURE.

KIANA, AK

BOB BAKER MEMORIAL (IAN)

ORIG-A 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, NA-Terrain.

DEPARTURE PROCEDURE: **Rwy 6**, Use SELAWIK DEPARTURE.

KING COVE, AK

KING COVE (KVC)

ORIG-A 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25**, NA-Terrain.

DEPARTURE PROCEDURE: **Rwy 7**, Use Cold Bay RNAV departure.

KING SALMON, AK

KING SALMON (AKN)

AMDT 1 08269 (FAA)

NOTE: **Rwy 12**, trees beginning 549' from departure end of runway, 353' left of centerline, up to 30' AGL/108' MSL. **Rwy 36**, trees beginning 750' from departure end of runway, 265' left of centerline, up to 30' AGL/93' MSL. Bush and trees beginning 59' from departure end of runway, 180' right of centerline, up to 30' AGL/87' MSL.

KLAWOCK, AK

KLAWOCK (AKW)

AMDT 2 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, NA-Obstacles. **Rwy 20**, std. w/min. climb of 422' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 20**, climb heading 195° to 1800, then climbing right turn to 6000 via heading 310° to intercept 234° bearing from AKW NDB/DME to AKW NDB/DME, then via 015° bearing from AKW NDB/DME to UDENE INT/ANN VOR/DME 59 DME, continue climb in UDENE holding pattern (hold West, right turn, 110° inbound) to cross UDENE at or above MEA before proceeding on course.

NOTE: **Rwy 20**, trees beginning 4811' from DER, 1716' right of centerline, up to 158' AGL/557' MSL. Trees 5964' from DER, 1370' left of centerline, up to 158' AGL/357' MSL.

KOBUK, AK

KOBUK (OBU)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27**, 300-1 or std. w/a min. climb of 661' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 9**, climbing right turn via heading 220° and AMF NDB 283° course to AMF NDB before proceeding on course. **Rwy 27**, climb via heading 267° and AMF NDB 283° course to AMF NDB before proceeding on course.

NOTE: **Rwy 9**, multiple trees beginning 169' from departure end of runway, 36' right of centerline, up to 50' AGL/199' MSL. Multiple trees beginning 231' from departure end of runway, 385' left of centerline, up to 50' AGL/199' MSL. **Rwy 27**, multiple trees beginning 79' from departure end of runway, 220' left of centerline, up to 50' AGL/182' MSL. Multiple trees beginning 17' from departure end of runway, 299' right of centerline, up to 50' AGL/249' MSL.

KODIAK, AK

KODIAK (ADQ)

AMDT 2 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25**, NA-terrain.

DEPARTURE PROCEDURE: **Rwys 7, 11, 18, 29, 36**, Use KODIAK DEPARTURE.

KOKHANOK, AK

KOKHANOK (9K2)

ORIG 07018 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 400-1½ or std. w/ min. climb of 420' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 6**, climbing left turn direct I/LI NDB/DME, climb in I/LI NDB/DME holding pattern (South, right turn, 360° inbound) to cross I/LI NDB/DME at or above MEA for route of flight. **Rwy 24**, climbing right turn direct I/LI NDB/DME, climb in I/LI NDB/DME holding pattern (South, right turn, 360° inbound) to cross I/LI NDB/DME at or above MEA for route of flight.

NOTE: **Rwy 6**, multiple trees beginning 58' from departure end of runway, 40' left of centerline, up to 60' AGL/309' MSL. Multiple trees beginning 240' from departure end of runway, 86' right of runway centerline, up to 60' AGL/459' MSL. **Rwy 24**, multiple trees beginning 3356' from departure end of runway, 914' left of centerline, up to 60' AGL/209' MSL. Multiple trees beginning 3723' from departure end of runway, 689' right of centerline, up to 60' AGL/209' MSL.

KOLIGANEK, AK

KOLIGANEK (JZZ)

AMDT 2 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 300-2 or std. w/ min. climb of 205' per NM to 700', or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 087° to 900 before turning North. **Rwy 27**, climb heading 267° to 1500 before turning North.

NOTE: **Rwy 9**, multiple trees beginning 133' from DER, 29' right of centerline, up to 50' AGL/399' MSL. Multiple trees beginning 263' from DER, 194' left of centerline, up to 50' AGL/399' MSL. **Rwy 27**, multiple bushes and powerlines beginning 76' from DER, 76' left of centerline, up to 50' AGL/309' MSL. Bushes and trees beginning 242' from DER, 4' right of centerline, up to 50' AGL/309' MSL.

KOTZEBUE, AK

RALPH WIEN MEMORIAL (OTZ)

AMDT 3 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1½ or std. w/ min. climb of 280' per NM to 300.

NOTE: **Rwy 9**, multiple bushes beginning 735' from departure end of runway, 265' right of centerline, up to 15' AGL/136' MSL. Multiple bushes beginning 1122' from departure end of runway, 2' left of centerline, up to 15' AGL/105' MSL. Car, tower and obstruction light VOR/DME beginning 4114' from departure end of runway, on centerline, up to 27' AGL/147' MSL. **Rwy 18**, vehicle on road, 12' from departure end of runway, on centerline, 15' AGL/25' MSL. Tower 5819' from departure end of runway, 1690' left of centerline, 100' AGL/218' MSL. **Rwy 27**, vehicle on road, 79' from departure end of runway, on centerline, 15' AGL/25' MSL, sign 68' from departure end of runway, 367' right of centerline, 5' AGL/18' MSL. Sign 77' from departure end of runway, 248' left of centerline, 5' AGL/18' MSL. **Rwy 36**, multiple towers beginning 378' from departure end of runway, 533' left of centerline, up to 66' AGL/76' MSL. Rod on obstruction light AMOM 312' from departure end of runway, 299' right of centerline, 15' AGL/38' MSL. Vehicle on road, 11' from departure end of runway, on centerline, 15' AGL/24' MSL.

KOYUK, AK

KOYUK ALFRED ADAMS (KKA)

AMDT 109239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, NA-Obstacles.

DEPARTURE PROCEDURE: **Rwy 19**, climb heading 188° to 800 before proceeding on course.

NOTE: **Rwy 19**, multiple trees beginning 35' from DER, 12' right of centerline, up to 30' AGL/279' MSL.

KOYUKUK, AK

KOYUKUK (KYU)

ORIG 09295 (FAA)

DEPARTURE PROCEDURE: Use DIBVY DEPARTURE.

KWETHLUK, AK

KWETHLUK (KWT)

ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 400-2 or std. w/ min. climb of 240' per NM to 500.

NOTE: **Rwy 18**, trees beginning 292' from departure end of runway, 373' right of centerline, up to 35' AGL/63' MSL. Trees beginning 341' from departure end of runway, 399' left of centerline, up to 35' AGL/134' MSL.

Rwy 36, trees beginning 95' from departure end of runway, 491' left of centerline, up to 35' AGL/84' MSL. Trees beginning 203' from departure end of runway, 396' right of centerline, up to 18' AGL/42' MSL.

KWIGILLINGOK, AK

KWIGILLINGOK (GGV)

ORIG 04162 (FAA)

NOTE: **Rwy 15**, trees 25' from departure end of runway, 325' right of centerline, 35' AGL/53' MSL. **Rwy 33**, trees 60' from departure end of runway, 80' right of centerline, 35' AGL/53' MSL.

LADD AAF (PAFB)

FAIRBANKS/FORT WAINWRIGHT, AK

.....AMDT 1 09295
DEPARTURE PROCEDURE: **Rwy 25**, Climbing left turn via heading 180° and FAI VORTAC R-090 to 5000 direct FAI (hold S, right turn, 348° inbound) continue climb in hold to 5000, before proceeding on course. **Rwy 7**, Climbing right turn via heading 180° and FAI VORTAC R-090 to 5000 direct FAI (hold S, right turn, 348° inbound) continue climb in hold to 5000, before proceeding on course.

MANOKOTAK, AK

MANOKOTAK (MBA)

AMDT 1 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climbing right turn to 2000 direct DLG VOR/DME, continue climb in DLG VOR/DME holding pattern (hold South, right turn, 011° inbound) to cross DLG VOR/DME at or above MEA for route of flight. **Rwy 21**, climbing left turn to 2000 direct DLG VOR/DME, continue climb in DLG VOR/DME holding pattern (hold South, right turn, 011° inbound) to cross DLG VOR/DME at or above MEA for route of flight.

NOTE: **Rwy 3**, trees beginning 1519' from DER, 899' right of centerline, up to 35' AGL/134' MSL. Trees beginning 595' from DER, 150' left of centerline, up to 35' AGL/134' MSL. Rising terrain 42' from DER, 136' right of centerline up to 105' MSL. Rising terrain 12' from DER, 301' left of centerline up to 102' MSL. **Rwy 21**, multiple trees beginning 136' from DER, 133' right of centerline, up to 35' AGL/109' MSL. Multiple buildings beginning 359' from DER, 343' left of centerline, up to 30' AGL/96' MSL.

MARSHALL, AK

MARSHALL DON HUNTER SR (MDM)

ORIG 03303 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 1800-3 or std. with a min. climb gradient of 470' per NM to 1800.

DEPARTURE PROCEDURE: **Rwys 7, 25**, use BIBNE RNAV DEPARTURE.

NOTE: **Rwy 7**, trees 3500' right of departure end of runway, 60' AGL/709' MSL. Trees 4500' right of departure end of runway, 60' AGL/1059' MSL.

MC GRATH, AK

MC GRATH (MCG)

AMDT 2 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, std. w/ min. climb of 425' per NM to 2200, or 2300-3 for climb in visual conditions. **Rwy 16**, std. w/ min. climb of 470' per NM to 1700, or 2300-3 for climb in visual conditions. **Rwy 26**, std. w/ min. climb of 435' per NM to 2200, or 2300-3 for climb in visual conditions. **Rwy 34**, std. w/ min. climb of 420' per NM to 2200, or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8**, climb via heading 075° to 2200, then climbing right turn thence. . . or for climb in visual conditions: cross Mc Grath Airport at or above 2200, thence. . . **Rwy 16**, climb via heading 160° to 1700, then climbing left turn via heading 014° thence. . . or for climb in visual conditions: cross Mc Grath Airport at or above 2200, thence. . . **Rwy 26**, climb via heading 255° to 2200, then climbing right turn direct MCG VORTAC or VTR NDB, thence. . . or for climb in visual conditions: cross Mc Grath Airport at or above 2200, thence. . . **Rwy 34**, climb via heading 340° to 2200, then climbing right turn heading 166° to MCG R-104 or direct VTR NDB thence. . . or for climb in visual conditions: cross Mc Grath Airport at or above 2200, thence. . .

... climb to 4000 southeast bound via MCG R-104, or 097° bearing from VTR NDB. Aircraft southeast bound (079° clockwise 119°) continue climb on course to MEA for route of flight. All others reverse course via the MCG R-104 to MCG VORTAC, or 277° course to VTR NDB, then continue climb on course to MEA for route of flight.

NOTE: **Rwy 8**, tower 532' from departure end of runway, 368' right of centerline, up to 60' AGL/400' MSL. **Rwy 16**, trees beginning 2.2 NM from departure end of runway, 2392' left of centerline, up to 80' AGL/1346' MSL.

MEKORYUK, AK

MEKORYUK (MYU)

AMDT 1 06327 (FAA)

DEPARTURE PROCEDURE: **Rwy 23**, climb heading 234° to 900 before turning left.

NOTE: **Rwy 5**, tree 1028' from departure end of runway, 745' left of centerline, 15' AGL/114' MSL, tree 1619' from departure end of runway, 862' left of centerline, 15' AGL/114' MSL, road 41' from departure end of runway, 302' left of centerline, 15' AGL/50' MSL. **Rwy 23**, tree 75' from departure end of runway, 200' left of centerline, 15' AGL/64' MSL, tree 62' from departure end of runway, on centerline, 15' AGL/64' MSL, tree 482' from departure end of runway, 157' right of centerline, 15' AGL/114' MSL.

MINCHUMINA, AK

MINCHUMINA (MHM)

AMDT 2 06047 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 1600-3 for climb in visual conditions. Procedure NA at night

DEPARTURE PROCEDURE: **Rwy 3**, for climb in visual conditions: Cross MHM NDB north bound at or above 1600 MSL before proceeding on course. **Rwy 21**, climb via heading 204° to 1600 before proceeding on course.

NOTE: **Rwy 3**, trees 269' from departure end of runway, 540' left of centerline, 45' AGL/749' MSL. Trees 170' from departure end of runway, 340' left of centerline, 45' AGL/964' MSL.

MOUNTAIN VILLAGE, AK

MOUNTAIN VILLAGE (MOU)

AMDT 1 09239 (FAA)

NOTE: **Rwy 2**, vehicle on road abeam DER, 250' left of centerline, 15' AGL/364' MSL. **Rwy 20**, bushes beginning 100' from DER, 35' right of centerline, up to 15' AGL/314' MSL. Bushes beginning 140' from DER, 24' left of centerline, up to 15' AGL/314' MSL.

NAPAKIAK, AK

NAPAKIAK (WNA)

ORIG 08325 (FAA)

NOTE: **Rwy 16**, numerous trees beginning 47' from departure end of runway, 161' right of centerline, up to 13' AGL/30' MSL. Tree 465' from departure end of runway, 22' AGL/46' MSL. Numerous poles beginning 177' right of centerline, 273' right of centerline, up to 26' AGL/43' MSL. Rod on tower 359' from departure end of runway, 430' left of centerline, 30' AGL/47' MSL. Antenna 357' from departure end of runway, 408' right of centerline, 29' AGL/46' MSL. Catenary 215' from departure end of runway, 352' right of centerline, 19' AGL/36' MSL. Tree 206' from departure end of runway, 297' left of centerline, 15' AGL/32' MSL. Multiple buildings beginning 639' from departure end of runway, 414' left of centerline, up to 26' AGL/43' MSL. Tree 520' from departure end of runway, 437' right of centerline, 13' AGL/30' MSL.

NELSON LAGOON, AK

NELSON LAGOON (OUL)

ORIG 03359 (FAA)

DEPARTURE PROCEDURE: Use BINAL DEPARTURE.

NENANA, AK

NENANA MUNI (ENN)

AMDT 4 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L**, 600-2½ or std. with a min. climb of 325' per NM to 1100. **Rwys 4R, 4W, 22L, 22W**, NA-ATC.

DEPARTURE PROCEDURE: **Rwy 4L**, climbing right turn via heading 127° to 1900 then climbing right turn direct ENN VORTAC, thence...

Rwy 22R, climb via heading 218° to 1800 then climbing left turn direct ENN VORTAC, thence...

...continue climb in ENN VORTAC holding pattern (Southwest, left turn, 042° inbound) to MEA for route of flight before proceeding on course.

NOTE: **Rwy 4L**, trees beginning 1.9 NM from DER, 3209' left of centerline, up to 60' AGL/859' MSL.

NEW STUYAHOK, AK

NEW STUYAHOK (KNW)

AMDT 1 07354 (FAA)

NOTE: **Rwy 14**, tree 700' from departure end of runway, 647' right of centerline, 60' AGL/409' MSL. Multiple trees beginning 549' from departure end of runway, 499' left of centerline, up to 60' AGL/434' MSL. **Rwy 32**, tree 743' from departure end of runway, 104' right of centerline, 60' AGL/445' MSL.

NIKOLAI, AK

NIKOLAI (FSP)

ORIG 06047 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climbing left turn to 6000 via heading 224° and MCG VORTAC R-055 to MCG VORTAC, thence... **Rwy 22**, climb to 6000 via heading 224° and MCG VORTAC R-065 to MCG VORTAC, thence...

...continue climb in MCG VORTAC holding pattern (hold east, right turn, 280° inbound) to cross MCG VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 4**, multiple trees beginning 145' from departure end of runway, 534' left of centerline, up to 50' AGL/549' MSL; multiple trees beginning 229' from departure end of runway, 531' right of centerline, 50' AGL/549' MSL. **Rwy 22**, multiple trees, power poles, and buildings beginning 48' from departure end of runway, 32' left of centerline, up to 50' AGL/549' MSL; multiple trees and power pole 365' from departure end of runway, 187' right of centerline, 30' AGL/471' MSL.

NOATAK, AK

NOATAK (WTK)

ADMT 1 07186 (FAA)

DEPARTURE PROCEDURE: **Rwy 1**, climb via heading 007° to 1900 before proceeding on course.

NOTE: **Rwy 1**, multiple buildings and trees beginning 475' from departure end of runway, 221' right of centerline, up to 30' AGL/104' MSL. Tower 1938' from departure end of runway, 875' left of centerline, 47' AGL/146' MSL.

NOME, AK

NOME (OME)

AMDT 5 05188 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, std. with a min. climb of 467' per NM to 1800, or 1300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3**, climbing right turn direct NOME VOR/DME, thence...or climb in visual conditions to cross Nome Airport at or above 1200 before proceeding on course. **Rwy 10**, climb via heading 096° to 1200 thence...**Rwys 21, 28**, turn left direct NOME (OME) VOR/DME/FORT DAVIS (FDV) NDB, thence...departures northeast CW through west bound (040 CW 260), climb on course. Departures west through northeast bound (260 CW 040), climb south bound on OME R-138° or 145° bearing from FDV NDB to 2200 then turn right via direct NOME (OME) VOR/DME/FORT DAVIS (FDV) NDB. Continue climb on course.

NOTE: **Rwy 3**, bush 112' from departure end of runway, 250' left of centerline, 58' AGL/58' MSL. Bush 15' from departure end of runway, 315' right of centerline, 50' AGL/53' MSL. Bush 294' from departure end of runway, 445' right of centerline, 50' AGL/57' MSL. Pole 2116' from departure end of runway, 313' left of centerline, 90' AGL/100' MSL. Pole 1656' from departure end of runway 234' right of centerline, 78' AGL/88' MSL. Bush 147' from departure end of runway, 135' left of centerline, 40' AGL/49' MSL. Bush 81' from departure end of runway, 203' right of centerline, 40' AGL/47' MSL. Bush 283' from departure end of runway, 72' right of centerline, 40' AGL/48' MSL. Pole 2415' from departure end of runway, 495' left of centerline, 90' AGL/101' MSL. AAO 5.84 NM from departure end of runway, 3268' right of centerline, 200' AGL/1352' MSL. **Rwy 10**, pole 1754' from departure end of runway, 924' left of centerline, 83' AGL/93' MSL. Obstruction light on pole 1873' from departure end of runway, 612' left of centerline, 50' AGL/86' MSL. Obstruction light pole 419' from departure end of runway, 470' right of centerline, 28' AGL/48' MSL. Antenna on building 1075' from departure end of runway, 742' left of centerline, 33' AGL/63' MSL. Building 1101' from departure end of runway, 759' left of centerline, 27' AGL/63' MSL. Antenna on building 766' from departure end of runway, 588' right of centerline, 30' AGL/54' MSL. Truck on road 2' from departure end of runway, 500' right of centerline, 15' AGL/30' MSL. Obstruction light on pole 1729' from departure end of runway, 595' left of centerline, 50' AGL/71' MSL. Truck on road 209' from departure end of runway, 79' right of centerline, 15' AGL/30' MSL. Pole 1744' from departure end of runway, 569' left of centerline, 43' AGL/68' MSL. **Rwy 20**, truck on road 549' from departure end of runway, 249' right of centerline, 35' AGL/50' MSL. Road 625' from departure end of runway, 12' left of centerline, 32' AGL/47' MSL. Bush 803' from departure end of runway, 412' left of centerline, 8' AGL/50' MSL. Pole 1549' from departure end of runway, 471' left of centerline, 52' AGL/62' MSL. Pole 1594' from departure end of runway, 506' left of centerline, 52' AGL/62' MSL. Pole 1621' from departure end of runway, 342' left of centerline, 52' AGL/62' MSL. Ground 839' from departure end of runway, 388' right of centerline, 0' AGL/40' MSL. Pole 1756' from departure end of runway 85' left of centerline, 52' AGL/62' MSL. Ground 945' from departure end of runway, 344' left of centerline, 0' AGL/37' MSL.

NOME (CON'T.)

Rwy 28, pole 101' from departure end of runway, 520' left of centerline, 36' AGL/72' MSL. Pole 129' from departure end of runway, 521' left of centerline, 62' AGL/72' MSL. Building 422' from departure end of runway, 528' left of centerline, 32' AGL/57' MSL. Ground 906' from departure end of runway, 436' left of centerline, 0' AGL/60' MSL. Ground 374' from departure end of runway, 476' left of centerline, 0' AGL/36' MSL. Antenna on building 1335' from departure end of runway, 203' left of centerline, 31' AGL/51' MSL.

NONDALTON, AK

NONDALTON (5NN)

ORIG 06047 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 20**, Use ILIAMA DEPARTURE.

NORTHWAY, AK

NORTHWAY (ORT)

AMDT 2 07018 (FAA)

DEPARTURE PROCEDURE: **Rwy 5**, climbing right turn to 4000 via ORT R-100, then climbing right turn to 8000 direct ORT VORTAC, continue climb in ORT VORTAC holding pattern (West, right turn, 108° inbound) to 8000 before proceeding on course. . . . **Rwy 23**, climbing left turn to 4000 via ORT R-170, then climbing left turn to 8000 direct ORT VORTAC, continue climb in ORT VORTAC holding pattern (West, right turn, 108° inbound) to 8000 before proceeding on course. . . .
... continue climb via assigned route.

NOTE: **Rwy 5**, multiple trees beginning 1133' from departure end of runway, 727' right of centerline, up to 60' AGL/1859' MSL. Multiple trees beginning 3881' from departure end of runway, 1522' left of centerline, up to 60' AGL/1859' MSL. **Rwy 23**, multiple trees beginning 777' from departure end of runway, 560' left of centerline, up to 60' AGL/1809' MSL. Multiple trees beginning 1365' from departure end of runway, 527' right of centerline, up to 60' AGL/1809' MSL.

NULATO, AK

NULATO (NUL)

ORIG 04330 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 700-2 ¾ with minimum climb of 356 feet per NM to 1300 or 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2**, climb via heading 024° to 1300 before proceeding on course or climb in visual conditions to cross Nulato Airport at or above 1300 before proceeding on course. **Rwy 20**, climb via heading 204° to 1500 before proceeding on course.

NOTE: **Rwy 2**, tree 3078' from departure end of runway 355' left of centerline 100' AGL 655' MSL. Tree 5041' from departure end of runway 154' right of centerline 100' AGL 699' MSL. Tree 1.03 NM from departure end of runway 122' right of centerline 100' AGL 799' MSL. Tree 1.24 NM from departure end of runway 705' left of centerline 100' AGL 899' MSL. Tree 1.44 NM from departure end of runway 2385' left of centerline 100' AGL 999' MSL. Tree 2.57 NM from departure end of runway 5740' left of centerline 100' AGL 1035' MSL. **Rwy 20**, tree 3.33 NM from departure end of runway 1.64 NM right of centerline 100' AGL 957' MSL. Tree 3.10 NM from departure end of runway 1.94 NM right of centerline 100' AGL 965' MSL. Tree 1.49 NM from departure end of runway 7.39 NM right of centerline 200' AGL 1850' MSL.

PALMER, AK

PALMER MUNI (PAQ)

AMDT 2 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwys 16,27,34**, Use PALMER RNAV DEPARTURE.

PERRYVILLE, AK

PERRYVILLE (PEV)

AMDT 1 07018 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 20**, Use CILAC (RNAV) DEPARTURE.

PETERSBURG, AK

PETERSBURG JAMES A. JOHNSON (PSG)

TAKE-OFF MINIMUMS: **Rwys 4,22**, turn left; climb VFR to 2000-3 or 1000-3 with a min. climb of 300' per NM to 5000. Night IFR, NA for **Rwy 22**.

DEPARTURE PROCEDURE: **Rwy 4** turn left, **Rwy 22**, turn right immediately; climb VFR to 2000 (1000 with 300/NM climb restriction) within 1.5 miles NW of airport; depart from over airport to intercept the I-PSG LDA NW course or fly heading of 010° to intercept the 320° bearing from FPN NDB. Climb to I-PSG 10 DME, then turn left, continue climb to 7000 on 280° heading. Transition: NW-bound departures intercept V-317, J-502, A-15, B-37. SE-bound departures proceed direct to LVD VOR or SQM NDB.

PILOT POINT, AK

PILOT POINT (PNP)

ORIG 03359 (FAA)

DEPARTURE PROCEDURE: Use ZILKO RNAV DEPARTURE

PLATINUM, AK

PLATINUM (PTU)

ORIG 99364 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9,13**, NA.

DEPARTURE PROCEDURE: **Rwys 27,31**, climb runway heading to 2200 before turning southbound.

PORT HEIDEN, AK

PORT HEIDEN (PTH)

AMDT 2 07074 (FAA)

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 054° to 1000, then climbing left turn to 2500 direct PDN NDB/DME, thence... **Rwy 13**, climb heading 131° to 1000, then climbing right turn to 2500 direct PDN NDB/DME, thence... **Rwy 23**, climbing right turn to 2500 direct PDN NDB/DME, thence... **Rwy 31**, climbing left turn to 2500 direct PDN NDB/DME, thence... continue climb in PDN NDB/DME holding pattern (hold southwest, left turn, 052° inbound) to cross PDN NDB at or above MEA for route of flight.

QUINHAGAK, AK

QUINHAGAK (PAQH)

ORIG 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, std. w/ min. climb of 220' per NM to 3600, or 1100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12**, for climb in visual conditions: cross Quinhagak airport at or above 1000 MSL before proceeding on course.

NOTE: **Rwy 30**, tree 22' from DER, 425' left of centerline 15' AGL/64' MSL. **Rwy 12**, tree 248' from DER, 438' left of centerline 15' AGL/64' MSL. Tree 9' from DER, 411' right of centerline 15' AGL/64' MSL. Reflector 19' from DER, 279' right of centerline, 21' AGL/46' MSL.

RUBY, AK

RUBY (RBY)

ORIG 04162 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, std. from 355° bearing clockwise to 312° bearing, NA from 313° bearing to 354° bearing. **Rwy 21**, 700-2 or std. with 350' per NM climb to 1500.

NOTE: **Rwy 21**, trees 4700 to 6700' from departure end of runway, 250' left of centerline to 1600' right of centerline, 50' AGL/854' MSL.

RUSSIAN MISSION, AK

RUSSIAN MISSION (RSH)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 500-2 w/ min. climb of 430' per NM to 1400 or 1900-2 for climb in visual conditions. Climb in visual conditions NA at night. **Rwy 35**, 500-2 w/ min. climb of 330' per NM to 3800 or 1900-2 for climb in visual conditions. Climb in visual conditions NA at night.

DEPARTURE PROCEDURE: **Rwys 17, 35**, for climb in visual conditions: cross Russian Mission Airport at or above 1800. Do not exceed 180 knots until proceeding on course.

NOTE: **Rwy 17**, multiple trees beginning 1193' from DER, 808' right of centerline, up to 80' AGL/279' MSL. **Rwy 35**, multiple trees 2116' from DER, 907' left of centerline, up to 80' AGL/329' MSL.



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



09295

ST. GEORGE, AK

ST. GEORGE (PBV)

TAKE-OFF MINIMUMS: **Rwy 11**, 800-1 or std. with 320' per NM climb to 800'. **Rwy 29**, 600-1 or std. with 350' per NM climb to 800'.

DEPARTURE PROCEDURE: **Rwy 11**, immediate right turn, climb to 1100' via 210° heading to intercept 180° bearing from SRI NDB/DME, then climb on course. **Rwy 29**, immediate left turn, climb to 1100' via 160° heading to intercept 180° bearing from SRI NDB/DME, then climb on course.

ST. MARYS, AK

ST. MARYS (KSM)

AMDT 1 87043 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 17, 24**, 200-1.

DEPARTURE PROCEDURE: **Rwys 6, 17, 24, 35**, climb straight ahead to 1000, continue climb on course.

ST. MICHAEL, AK

ST. MICHAEL (SMK)

AMDT 1 05188 (FAA)

DEPARTURE PROCEDURE: **Rwy 20**, climb via heading 196° to 700' before turning right.

NOTE: **Rwy 2**, tree 36' from departure end of runway, 377' right of centerline, 20' AGL/83' MSL. **Rwy 20**, terrain beginning 2' to 2276' from departure end of runway, 51' to 966' right of centerline, up to 151' MSL. Terrain beginning 110' to 917' from departure end of runway, 13' to 533' left of centerline, up to 119' MSL. Tree 1779' from departure end of runway, 504' right of centerline, 20' AGL/219' MSL. Tree 1.2 NM from departure end of runway 1 NM right of centerline, 20' AGL/520' MSL.

ST. PAUL ISLAND, AK

ST. PAUL ISLAND (SNP)

AMDT 2 05356 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb via heading 180° and via 165° bearing from SPY NDB/DME to 2000 before proceeding on course. **Rwy 36**, climb via heading 360° and via 360° bearing from SPY NDB/DME to 2000 before proceeding on course.

NOTE: **Rwy 18**, post 98' from departure end of runway, 421' left of centerline, 6' AGL/39' MSL. **Rwy 36**, rising terrain beginning 133' from departure end of runway, up to 79' MSL.

SAND POINT, AK

SAND POINT (SDP)

AMDT 2A 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, 600-1 or std. with min. climb of 360' per NM to 1000'. **Rwy 31**, 600-3 or std. with min. climb of 375' per NM to 1000'.

DEPARTURE PROCEDURE: **Rwy 13**, climb via 134° bearing from HBT NDB/DME to 2200' then climbing left turn direct HBT NDB/DME, thence... **Rwy 31**, climb via 314° bearing from HBT NDB/DME to 1800', then climbing right turn direct HBT NDB/DME, thence...

...climb in HBT NDB/DME holding pattern (southeast, right turn, 340° inbound) to 10,000' before proceeding on course.

NOTE: **Rwy 13**, cliff beginning 244' from departure end of runway, 469' left of centerline, up to 15' AGL/458' MSL.

Rwy 31, tree 1.8 NM from departure end of runway, 1145' left of centerline, 15' AGL/514' MSL. Tree 2.6 NM from departure end of runway, 3642' right of centerline, 15' AGL/599' MSL. **Rwys 13, 31**, ships up to 100' MSL located in water surrounding Sand Point.

SAVOONGA, AK

SAVOONGA (SVA)

ORIG 85213 (FAA)

DEPARTURE PROCEDURE: **Rwy 23**, turn right, Aircraft departing via ULL R-260 CW R-080 climb on course. All others climb in holding pattern NE of ULL VOR right turn 226° inbound to cross ULL VOR at or above 3000.

SCAMMON BAY, AK

SCAMMON BAY (SCM)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, std. w/ min. climb of 590' per NM to 1300, or 2200-3 for climb in visual conditions. **Rwy 28**, std. w/ min. climb of 240' per NM to 2400, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 101° to 2100 before proceeding on course, or for climb in visual conditions, cross Scammon Bay airport at or above 2100 before proceeding on course. **Rwy 28**, climb heading 281° to 2400 before turning south, or for climb in visual conditions, cross Scammon Bay airport at or above 2100 before proceeding on course.

NOTE: **Rwy 10**, bushes beginning 1.27 NM from DER, 546' left of centerline, up to 15' AGL/322' MSL. Bush 1.49 NM from DER, 2163' right of centerline, 15' AGL/464' MSL.

SELAWIK, AK

SELAWIK (WLK)

AMDT 1 07186 (FAA)

NOTE: **Rwy 4**, multiple bushes beginning 176' from departure end of runway, 429' left of centerline, up to 18' AGL/18' MSL. **Rwy 22**, antenna on building, 1040' from departure end of runway, 448' right of centerline, 30' AGL/47' MSL. **Rwy 27**, multiple antennas and buildings beginning 270' from departure end of runway, right and left of centerline, up to 108' AGL/125' MSL. Bridge 2148' from departure end of runway, 249' right of centerline, 60' AGL/90' MSL.

SHAGELUK, AK

SHAGELUK (SHX)

ORIG 08325 (FAA)

DEPARTURE PROCEDURE: **Rwy 16**, climb heading 180° to 1400 before turning left. **Rwy 34**, climb heading 345° to 1200 before turning right.

NOTE: **Rwy 16**, vehicles on road, beginning 160' from departure end of runway, 153' right of centerline, up to 15' AGL/93' MSL. Bush 322' from departure end of runway, 9' left of centerline, 9' AGL/87' MSL. Trees beginning 2' from departure end of runway, 393' right of centerline, up to 40' AGL/118' MSL. Trees beginning 720' from departure end of runway, 122' left of centerline, up to 53' AGL/131' MSL. **Rwy 34**, trees beginning 34' from departure end of runway, 386' right of centerline, up to 53' AGL/131' MSL.

SHAKTOOLIK, AK

SHAKTOOLIK (2C7)

ORIG 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 14**, climb on heading between 115° CW to 322° from DER, or min. climb of 220' per NM to 3200 for all other courses.

NOTE: **Rwy 14**, buildings beginning 199' from DER, 483' left of centerline, up to 21' AGL/55' MSL.



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



09295

SHISHMAREF, AK

SHISHMAREF (SHH)

ORIG 09071 (FAA)

NOTE: **Rwy 5**, multiple trees, 9' from DER, 179' left of centerline, up to 15' AGL/85' MSL. Multiple trees, 92' from DER, 94' right of centerline, up to 15' AGL/88' MSL. NDB tower, 236' from DER, 561' left of centerline, 40' AGL/66' MSL. **Rwy 23**, boat, 703' from DER, 663' right of centerline, 50' AGL/50' MSL.

SHUNGNAC, AK

SHUNGNAC (SHG)

ORIG 04330 (FAA)

DEPARTURE PROCEDURE: **Rwy 9**, climbing right turn direct AMF NDB. **Rwy 27**, climbing right turn direct AMF NDB.

SITKA, AK

SITKA ROCKY GUTIERREZ (SIT)

AMDT 3 07018 (FAA)

DEPARTURE PROCEDURE: Use BIORKA DEPARTURE.

SOLDOTNA, AK

SOLDOTNA (SXQ)

AMDT 2 07242 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25**, 200-1.

DEPARTURE PROCEDURE: **Rwy 7**, climb on a heading between 050° counter clockwise to 251° or 175° clockwise to 251° from departure end of runway. **Rwy 25**, climb heading 251° to 800, then climb on a heading between 160° clockwise to 065° from departure end of runway.

NOTE: **Rwy 7**, multiple trees beginning 1668' from departure end of runway, 454' right of centerline, up to 60' AGL/259' MSL. **Rwy 25**, multiple trees beginning 316' from departure end of runway, 517' left of centerline, up to 60' AGL/309' MSL.

SPARREVOHN LRRS (PASV)

SPARREVOHN, AK ORIG, 09015

Diverse departures not authorized.

TAKE-OFF MINIMUMS: **Rwy 16**, 2300-3 for climb in visual conditions. **Rwy 34**, NA.

DEPARTURE PROCEDURE: **Rwy 16**, for climb in visual conditions: Remain within 5.8 NM of Sparrevohn airport, cross CRN NDB at or above 3700 before proceeding via published route. Max airspeed 250 KIAS. **Rwy 34**, NA.

TAKE-OFF OBSTACLES: **Rwy 16**, Terrain 1447' MSL, 1900' from DER, 1009' right of centerline. Terrain 1523' MSL, 1251' from DER, 835' left of centerline. Terrain 1496' MSL, 943' from DER, 746' left of centerline. Terrain 1417' MSL, 28' from DER, 434' right of centerline.

TALKEETNA, AK

TALKEETNA (TKA)

AMDT 1 87211 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, 400-1.

DEPARTURE PROCEDURE: **Rwy 36**, turn left. **Rwy 18**, turn right. Climb southwestbound on TKA R-205 to 2000 then southbound V436 and southbound V491 turn left, continue climb on course. R-150 CW R-215, continue climb on course. All others reverse course, continue climb to TKA VOR/DME. Climb in holding pattern (S, left turns, 345° inbound) to depart TKA VOR/DME at or above: northbound V436, 3800; R-215 CW R-270, 6000; R-270 CWR-340, 19000; R-340 CWR-150, 5000.

TANANA, AK

RALPH M. CALHOUN MEMORIAL (TAL)

AMDT 1 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, std. w/a min. climb of 405' per NM to 1300, or 1200-2½ for climb in visual conditions. **Rwy 25**, std. w/a min. climb of 230' per NM to 600, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7**, climbing right turn via heading 102° and TAL VOR/DME R-081 to SATUE/TAL 12 DME, or climb in visual conditions to cross Ralph M. Calhoun Memorial at or above 1300 then climb via TAL VOR/DME R081 to SATUE. **Rwy 25**, climbing left turn via heading 078° and TAL VOR/DME R-081 to SATUE, or climb in visual conditions to cross Ralph M. Calhoun Memorial at or above 1300 then climb via TAL VOR/DME R-081 to SATUE. All aircraft continue climb in SATUE/12 DME holding pattern (hold east, left turn, 261° inbound) to cross SATUE at or above 4000 before proceeding on course.

NOTE: **Rwy 7**, multiple trees beginning 9000' from departure end of runway, 2149' left of centerline, up to 60' AGL/809' MSL. **Rwy 25**, trees 845' from departure end of runway, 1156' right of centerline, up to 60' AGL/459' MSL.

TELLER, AK

TELLER (TER)

ORIG 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 500-2 w/ min. climb of 201' per NM to 1100 or std. w/ min. climb of 310' to 1100 or 1500-3 for climb in visual conditions. **Rwy 25**, 300-2 or std. w/ min. climb of 220' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 075° to 1400 before turning right. For climb in visual conditions cross Teller Airport at or above 1600 before proceeding on course. **Rwy 25**, climb heading 255° to 1200 before turning left.

NOTE: **Rwy 7**, vehicles and vegetation beginning 57' from DER, 500' left of centerline, up to 15' AGL/314' MSL.

Rwy 25, vegetation and terrain beginning 1052' from DER, 276' right of centerline, up to 10' AGL/359' MSL.

TIN CITY LRRS (PATC)

TIN CITY, AK. AMDT 3, 09015

Diverse Departures not authorized.

DEPARTURE PROCEDURE: **Rwy 16**, use TIN CITY DEPARTURE. **Rwy 34**, NA.

TOGIAC VILLAGE, AK

TOGIAC (TOG)

AMDT 1 07018 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28**, NA-environmental DEPARTURE PROCEDURE: **Rwy 3**, climb heading 028° to 1000, then climbing right turn to 2800 direct TOG NDB/DME, continue climb in TOG NDB/DME holding pattern (hold southwest, right turn, 023° inbound) to cross TOG NDB/DME at or above 2800 before proceeding on course. **Rwy 21**, climb heading 208° to 1000, then climbing left turn to 2800 direct TOG NDB/DME, continue climb in TOG NDB/DME holding pattern (hold southwest, right turn, 023° inbound) to cross TOG NDB/DME at or above 2800 before proceeding on course.

NOTE: **Rwy 21**, boats beginning 150' from departure end of runway, 500' left of centerline, up to 50' AGL/50' MSL.

**TOK, AK**

TOK JUNCTION (6K8)

ORIG 06047 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, std. with a min. climb of 280' per NM to 2700, or 1200-3 for climb in visual conditions. **Rwy 25**, 300-1½ or std. with a min. climb of 360' per NM to 2300 and 230' per NM to 3600, or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7**, climb to 8000 via heading 070° and ORT VORTAC R-286 direct ORT VORTAC, or for climb in visual conditions: cross Tok Junction Airport at or above 2700, then continue climbing to 8000 via heading 070° and ORT VORTAC R-286 direct ORT VORTAC. **Rwy 25**, climb to 2300 via heading 251°, then climbing right turn to 8000 via heading 060° and ORT VORTAC R-286 direct ORT VORTAC, or for climb in visual conditions: cross Tok Junction Airport at or above 2700, then continue climbing to 8000 via heading 070° and ORT VORTAC R-286 direct ORT VORTAC.

NOTE: **Rwy 25**, tower 1 NM from departure end of runway, 2150' left of centerline, 228' AGL/1863' MSL.

TOKSOOK BAY, AK

TOKSOOK BAY (OOK)

AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34**, std. with a min. climb of 480' per NM to 1800, or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16**, climb heading 165° to 1000 before proceeding on course. **Rwy 34**, for climb in visual conditions: Cross Toksook Bay Airport at or above 1600 before proceeding on course.

NOTE: **Rwy 16**, multiple trees beginning 85' from departure end of runway, 300' right of centerline, up to 15' AGL/65' MSL. Multiple trees beginning 100' from departure end of runway, on centerline, up to 15' AGL/61' MSL. **Rwy 34**, multiple trees beginning 1260' from departure end of runway, 240' right of centerline, up to 15' AGL/264' MSL.

UNALAKLEET, AK

UNALAKLEET (UNK)

AMDT 1 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 600-2¾ or std. w/a min. climb of 380' per NM to 800. **Rwy 33**, 500-2 or std. w/a min. climb of 380' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 8**, climbing right turn to 1800 via heading 175° and UNK R-210, then climbing right turn to intercept UNK R-240 to UNK VOR/DME before proceeding on course. **Rwy 15**, climbing right turn to 1600 via heading 175° and UNK R-210, then climbing right turn to intercept UNK R-235 to UNK VOR/DME before proceeding on course. **Rwy 26**, climb to 1600 via heading 263° and UNK R-250, then climbing left turn to intercept UNK R-229 to UNK VOR/DME before proceeding on course. **Rwy 33**, climbing left turn to 1600 via heading 250 and UNK R-265, then climbing left turn to intercept UNK R-238 to UNK VOR/DME before proceeding on course.

NOTE: **Rwy 8**, tower 2.1 NM from DER, 2981' left of centerline, 308' AGL/608' MSL. Tree 2.4 NM from DER, 2858' left of centerline, 35' AGL/434' MSL. Vehicle on road 100' from DER, 152' left of centerline, 15' AGL/24' MSL. **Rwy 15**, antenna 1280' from DER, 133' left of centerline, 38' AGL/62' MSL. **Rwy 33**, trees beginning 1.4 NM from DER, 1877' right of centerline, up to 35' AGL/484' MSL. Vehicles on road beginning 18' from DER, 146' right of centerline, up to 15' AGL/33' MSL.

UNALASKA, AK

UNALASKA (DUT)

AMDT 3 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 12, 30**, 1000-3.

DEPARTURE PROCEDURE: **Rwys 12, 30**, climb in visual conditions until established on DUT NDB/DME 355° bearing over JADPI/DUT 2 DME (visual conditions must be maintained from take-off until established over JADPI at or above 400). Cross JADPI at or above 400 then climb on the 355° bearing from DUT NDB/DME to 5500 before proceeding on course.

NOTE: CAUTION: Rapidly rising terrain to above 2000' MSL East, South, and West of airport.

VALDEZ, AK

VALDEZ PIONEER FIELD (VDZ)

AMDT 5 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 24**, 3500-3.

Procedure NA at night.

DEPARTURE PROCEDURE: **Rwys 6, 24**, climb in visual conditions to MNL NDB (visual conditions must be maintained from takeoff until established over MNL NDB at or above 3500 MSL); cross MNL NDB at or above 3500 MSL, continue climb to 7000 via 233° bearing from MNL NDB, then climbing left turn to 10000 direct MNL NDB.

NOTE: **Rwy 6**, multiple bushes and trees beginning 2184' from departure end of runway, 662' left of centerline, up to 100' AGL/699' MSL. Multiple trees beginning 643' from departure end of runway, 470' right of centerline, up to 100' AGL/699' MSL. Obstruction light on LDA 6' from departure end of runway, 299' right of centerline, 79' AGL/148' MSL. Obstruction light on DME 22' from departure end of runway, 361' right of centerline, 79' AGL/148' MSL. **Rwy 24**, multiple trees beginning 623' from departure end of runway, 385' left of centerline, up to 100' AGL/130' MSL. Multiple trees beginning 469' from departure end of runway, 482' right of centerline, up to 100' AGL/139' MSL.

VENETIE, AK

VENETIE (PAVE)

ORIG 08101 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, Climbing right turn to intercept FYU VORTAC R-294 to FYU VORTAC. **Rwy 22**, Climbing left turn to intercept FYU VORTAC R-287 to FYU VORTAC.

WALES, AK

WALES (IWK)

ORIG 04218 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 400-1½ or std. with a min. climb of 445' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 18**, climb via heading 177° until crossing TNC NDB/DME bearing 228° then turn left heading 018° to intercept the 048° course to TNC NDB/DME. **Rwy 36**, climb via heading 357° to 2000 then turn right heading 183° to intercept the 153° course to TNC NDB/DME.

NOTE: **Rwy 18**, trees 1.2 NM from departure end of runway, 2334' left of centerline, 50' AGL/349' MSL.

WASILLA, AK

WASILLA (IYS)

ORIG 05020 (FAA)

TEXTUAL DEPARTURE: **Rwy 3**, turn left direct BGQ VORTAC; then, **Rwy 21**, turn right direct BGQ VORTAC; then

Aircraft departing R-150 degrees clockwise through R-309, climb on course.

Aircraft departing R-310 degrees clockwise through R-149, climb in BGQ holding pattern to 4500 prior to departing on course. Hold N, RT, 168° inbound. Do not exceed 265 knots in holding.

WILLOW, AK

WILLOW (UWO)

ORIG 06271 (FAA)

DEPARTURE PROCEDURE: Use BIG LAKE DEPARTURE.

WRANGELL, AK

WRANGELL (WRG)

AMDT 1 82021 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10,28**, 1000-3.

DEPARTURE PROCEDURE: **Rwy 10**, turn left immediately. **Rwy 28**, climb on runway heading to 500. Proceed under VFR until established on LVD VOR R-059 or 059° bearing from SQM NDB. Climb to cross LVD VOR/SQM NDB at or above 4000.

YAKUTAT, AK

YAKUTAT (YAK)

AMDT 4 05188 (FAA)

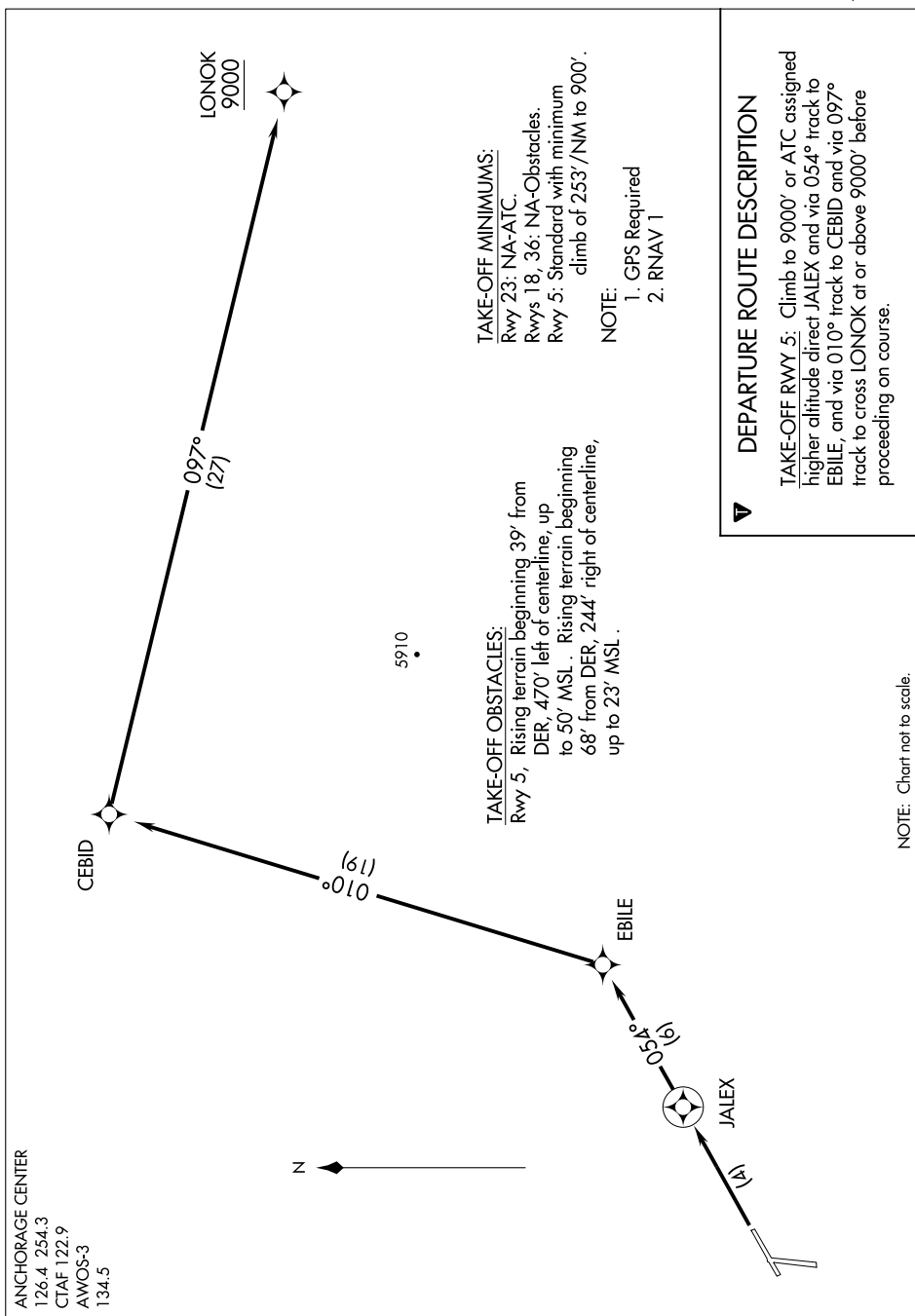
DEPARTURE PROCEDURE: **Rwys 2,11,20,29**, All aircraft climb direct YAK VOR/DME or OCC NDB. Thence...

...Aircraft continuing via radial/bearing 105 CW 280 proceed on course.

...All other aircraft climb in YAK VOR/DME holding pattern (SE, LT, 290° inbound) or OCC NDB holding pattern (W, RT, 112° inbound) to cross YAK VOR/DME or OCC NDB at or above 12,000 before proceeding on course.

NOTE: **Rwy 2**, multiple trees 458' from departure end of runway, 317' right of centerline, up to 76' AGL/99' MSL. Multiple trees 643' from departure end of runway, 342' left of centerline, up to 87' AGL/114' MSL. Tower 376' from departure end of runway, 243' left of centerline, 42' AGL/75' MSL. Obstruction light on glide slope 372' from departure end of runway, 238' left of centerline 34' AGL/67' MSL. Obstruction light on TMOM 593' from departure end of runway, 639' left of centerline, 24' AGL/51' MSL. **Rwy 11**, multiple trees beginning 95' from departure end of runway, 345' right of centerline, up to 75' AGL/98' MSL. Multiple trees beginning 121' from departure end of runway, from 377' left of centerline, up to 92' AGL/115' MSL. **Rwy 20**, multiple trees beginning 129' from departure end of runway, 297' right of centerline, up to 148' AGL/158' MSL. Multiple trees beginning 79' from departure end of runway, 283' left of centerline, up to 137' AGL/147' MSL. **Rwy 29**, multiple trees and bushes 122' from departure end of runway, 389' right of centerline, up to 123' AGL/153' MSL. Multiple trees and bushes 51' from departure end of runway, 65' left of centerline, up to 108' AGL/138' MSL.

JALEX ONE DEPARTURE (RNAV)



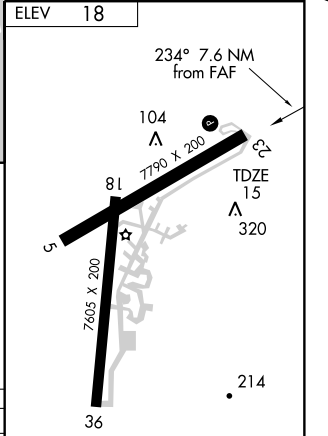
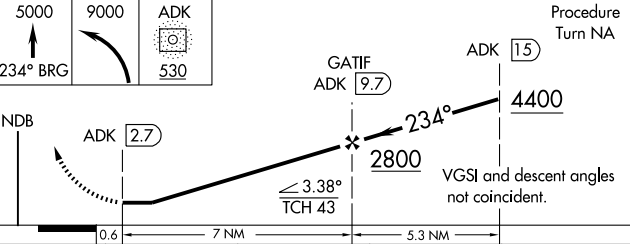
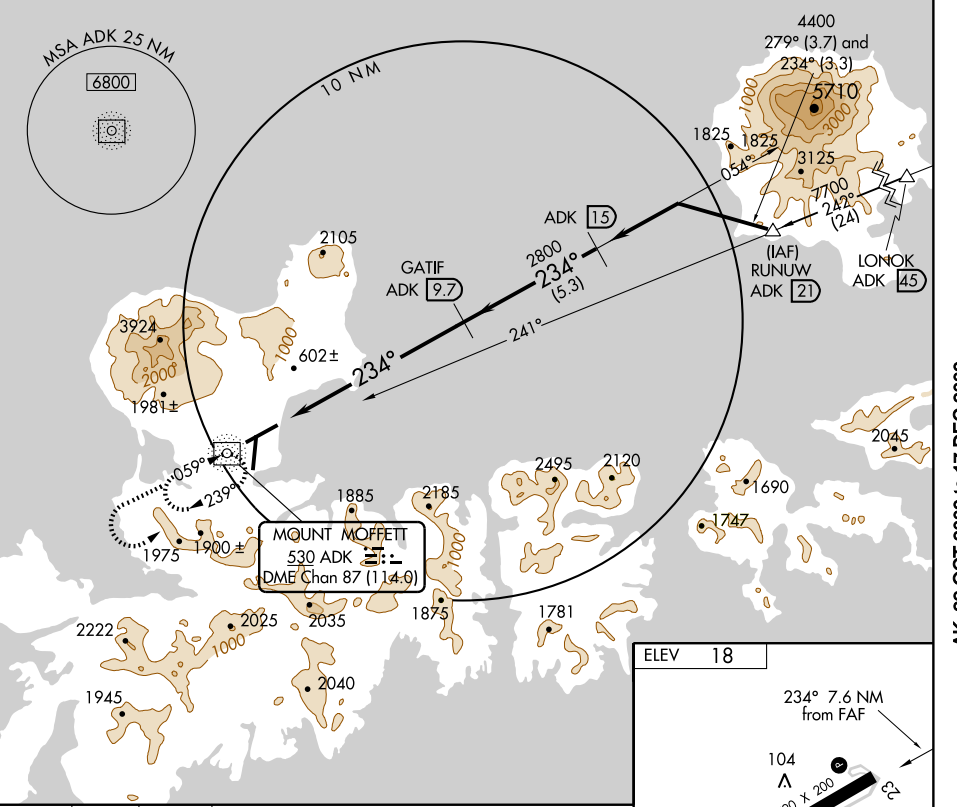
▼

▲

Circling not authorized at night.

MISSED APPROACH: Climb to 5000 via direct ADK NDB/DME and ADK NDB/DME 234° bearing, then climbing left turn to 9000 direct ADK NDB/DME and hold.

AWOS-3 134.5	ANCHORAGE CENTER 126.4 254.3	CTAF 122.9 0
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CATEGORY	A	B	C	D
S-23	1600/60 1585 (1600-1¼)	1600-1½ 1585 (1600-1½)	1600-3	1585 (1600-3)
CIRCLING	1600-1¼ 1582 (1600-1¼)	1600-1½ 1582 (1600-1½)	1600-3	1582 (1600-3)

HIRL Rlys 5-23 and 18-36 0

Circling not authorized at night.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6600 via 229° course to
XERIC, then right turn via 302° course to DEJE and hold.

AWOS-3 134.5	ANCHORAGE CENTER 126.4 254.3	CTAF 122.9
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MISSED APCH FIX

4 NM

275°

095°

DEJE

MSA WAURI 25 NM

6800

NoPT for arrival on G8 from SIYNY WP.

4 NM

030°

210°

(IAF) BAERE

6600
264°
(29.2)

SIYNY

6600 to BAERE
062°
(44.1)

DEJE

4287
2663
1000

302°

XERIC

2222
1945
1000

229°

Fly Visual
234° 2.6 NM

2105
1000

(MAP) WAURI

234°

(FAF) GATIF

2500
151

YIQTO

1825
3125
1000

5710

2495
2120
2185
1875
1781
2035
2025
2040

6600

XERIC

DEJE

229° CRS

302° CRS

Fly Visual
234° 2.6 NM

WAURI

GATIF

YIQTO

BAERE

6600

Procedure
Turn NA

234°

210°

211°

3500

5 NM

5 NM

14.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1220-3 1205 (1300-3)			
CIRCLING	1220-3 1202 (1300-3)		1540-3 1522 (1600-3)	

ELEV 18

Fly Visual
234° 2.6 NM

104

81

7790 X 200

TDZE 15

320

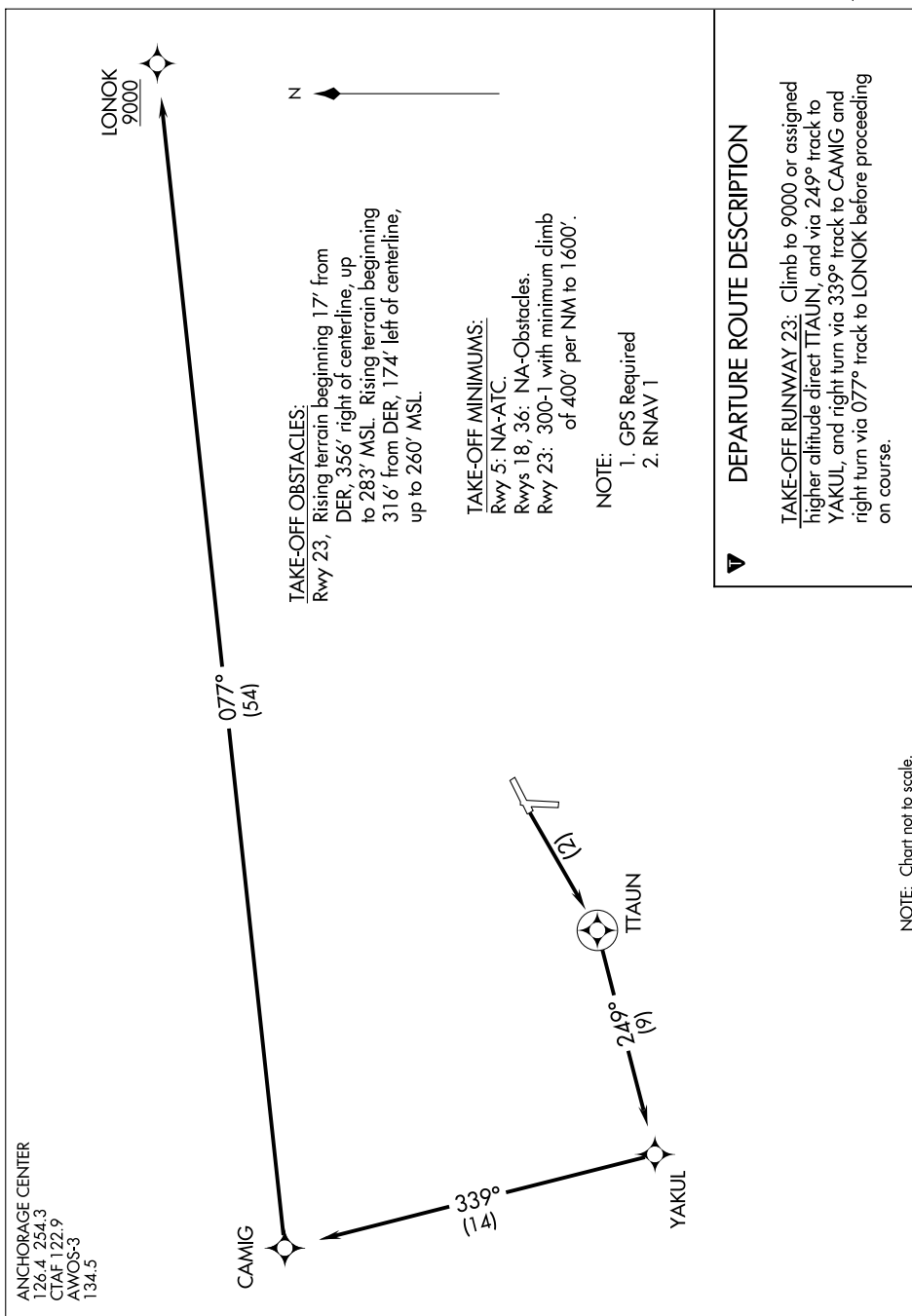
214

36

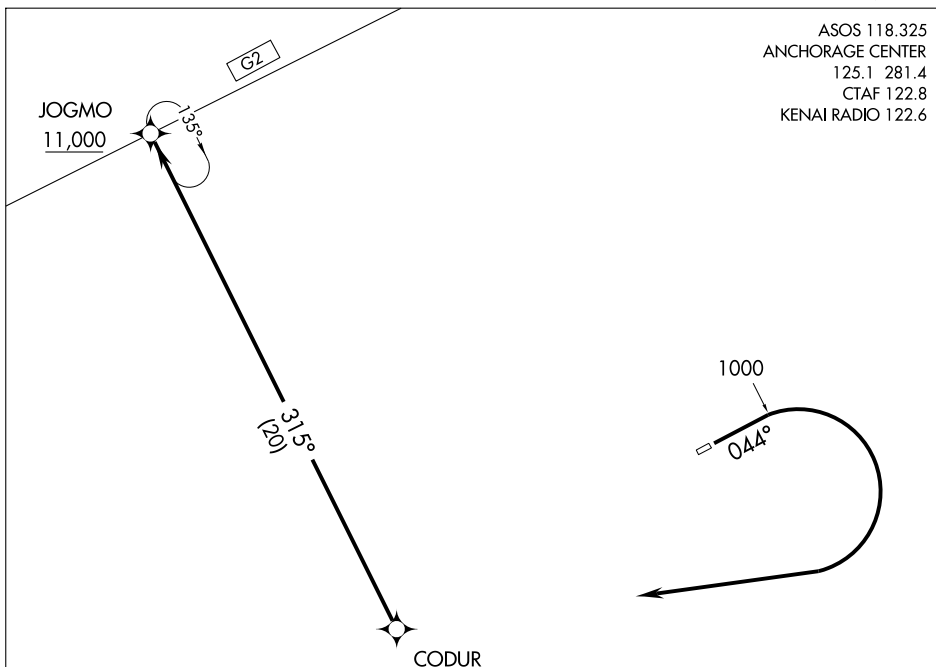
7605 X 200

AK. 22 OCT 2009 to 17 DEC 2009

TTAUN TWO DEPARTURE (RNAV)



JOGMO ONE DEPARTURE (RNAV) (OBSTACLE)



TAKE-OFF MINIMUMS

Rwy 4: Standard with a minimum (obstacle) climb of 450 feet per NM to 2200, or 2200-3 for climb in visual conditions. Climb in visual conditions NA at night.

Rwy 22: NA, obstacles.

NOTE:

1. GPS Required
2. RNAV 1

NOTE: Chart not to scale.





DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4: Climb via 044° heading to 1000, then via right turn direct CODUR WP, then right turn via 315° track to JOGMO WP, Thence
Or climb in visual conditions to cross Akhiok Airport at or above 2200 southwest bound direct CODUR WP, then right turn via 315° track to JOGMO WP, Thence

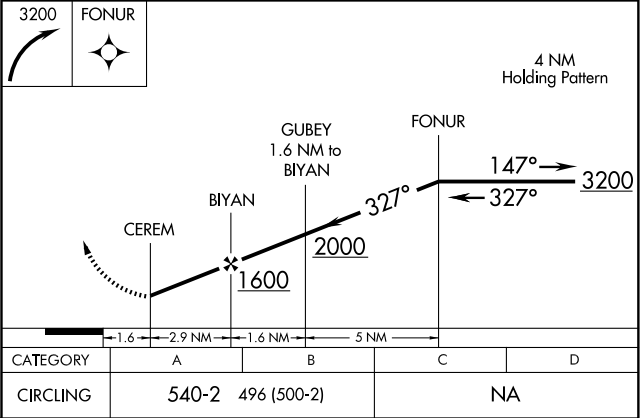
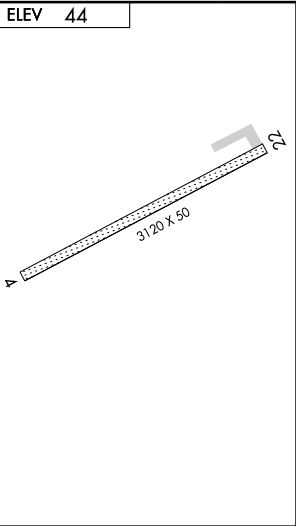
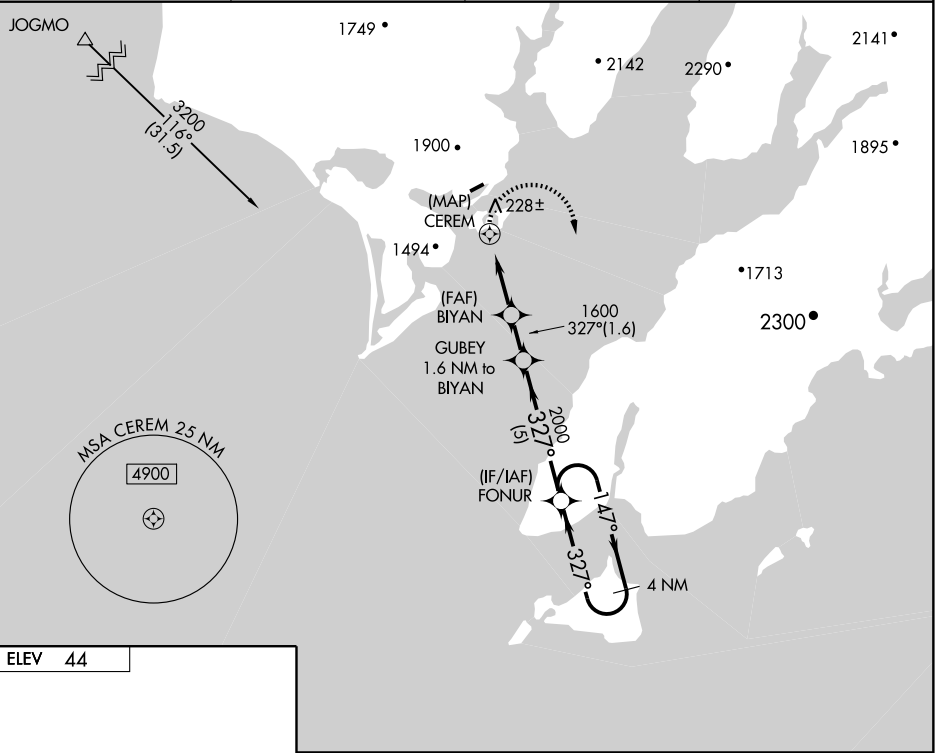
. . . . Climb in holding, (if required) to cross JOGMO WP at or above 11,000 before proceeding via assigned route.

APP CRS 327°	Rwy Idg TDZE Apt Elev	N/A N/A 44
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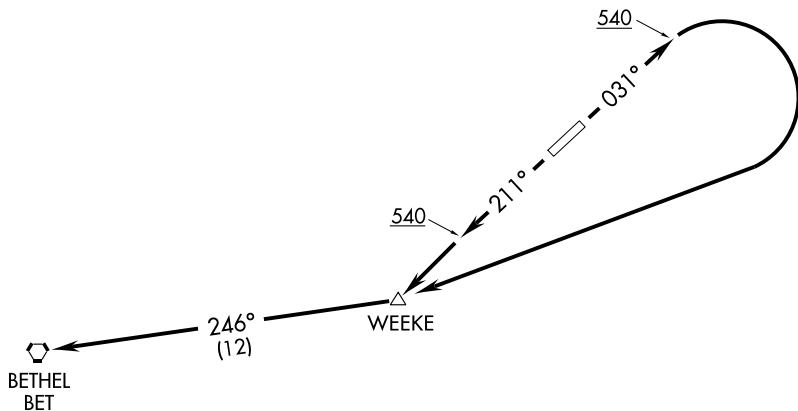
RNAV (GPS)-A
AKHIOK (AKK) (PAKH)

 	DME/DME RNP-0.3 NA. Procedure NA at night. Circling NA northwest of Rwy 4/22. If local altimeter setting not received, use Kodiak altimeter setting and increase all MDAs 800 feet.	MISSED APPROACH: Climbing right turn to 3200 direct FONUR and hold.
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ASOS 118.325	ANCHORAGE CENTER 125.1 281.4	UNICOM 122.8 (CTAF) 	KENAI RADIO 122.6
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AKIAK ONE DEPARTURE (RNAV) (OBSTACLE)

AKIAK (AKI) (PFAK)
AKIAK, ALASKAANCHORAGE CENTER
125.2 372.0
CTAF 122.9TAKE-OFF MINIMUMS

Rwy 3, 21: Standard.

NOTE: GPS required.

NOTE: RNAV 1.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb heading 031° to 540, then right turn direct WEEKE, thence . . .

TAKE-OFF RUNWAY 21: Climb heading 211° to 540, then direct WEEKE, thence . . .

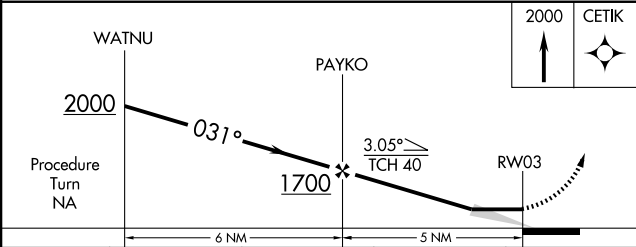
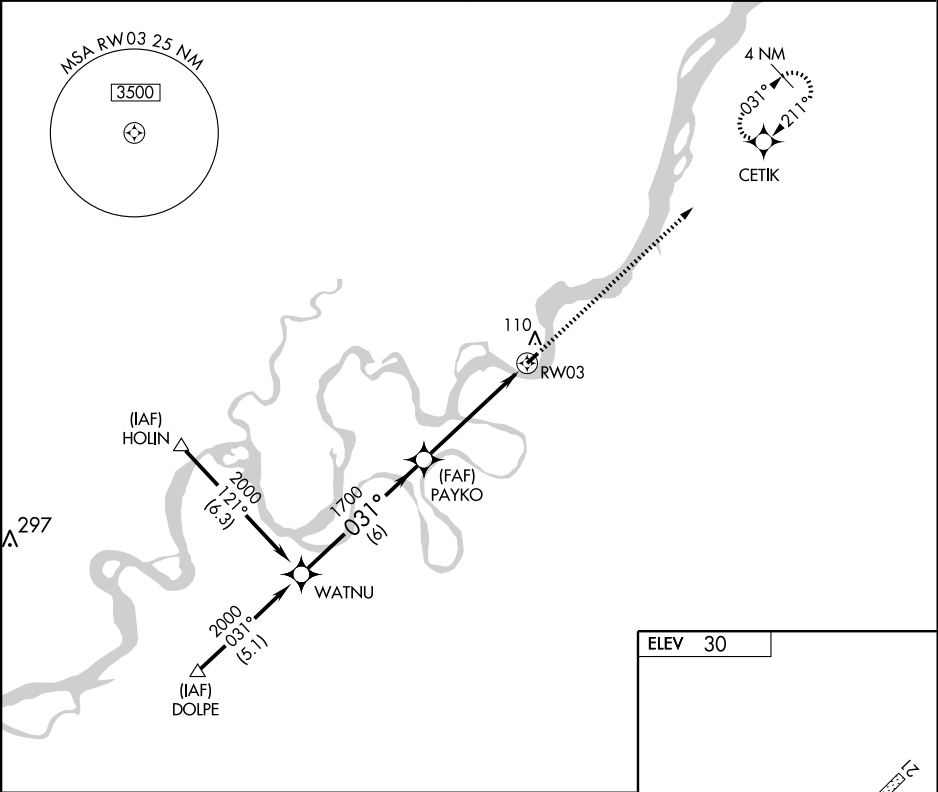
. . . via 246° track to BET VORTAC. Continue climb to MEA for route of flight.

APP CRS	Rwy Idg	3196
031°	TDZE	30
	Apt Elev	30

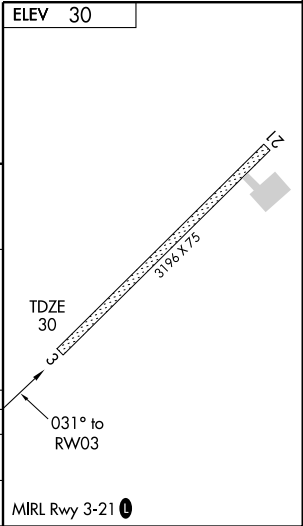
RNAV (GPS) RWY 3
AKIAK (AKI) (PFAK)

<p>▼ Use Bethel altimeter setting. ▲NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA. Bethel ATIS/ASOS 119.8 Bethel ASOS: OSE 251, BET 114.1</p>	MISSED APPROACH: Climb to 2000 direct CETIK WP and hold.
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ANCHORAGE CENTER 125.2 372.0	CTAF 122.9 0
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CATEGORY	A	B	C	D
LNAV MDA	420-1	390 (400-1)	NA	NA
CIRCLING	480-1	450 (500-1)	NA	NA



RNAV (GPS) RWY 21

AKIAK (AKI) (PFAK)

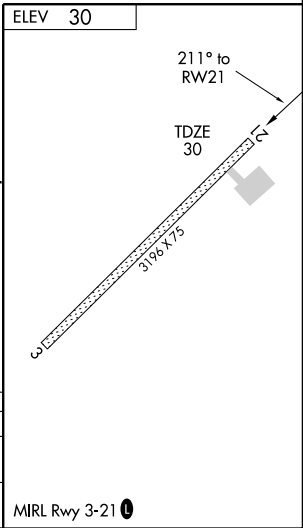
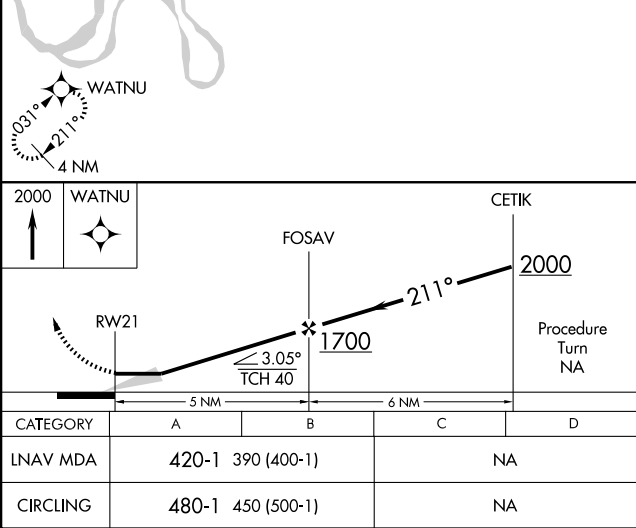
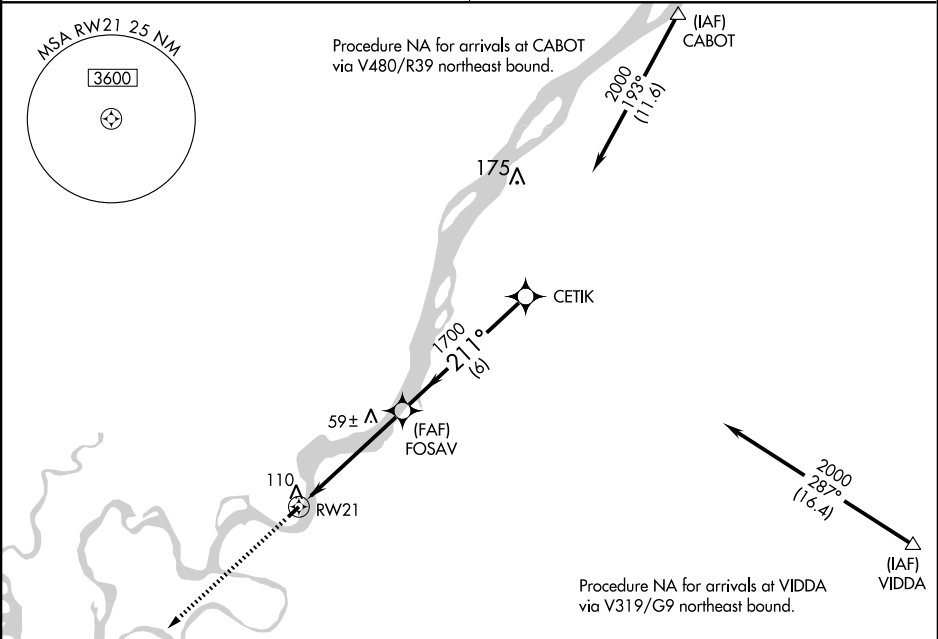
APP CRS	Rwy Idg	3196
211°	TDZE	30
	Apt Elev	30

Use Bethel altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Bethel ATIS/ASOS 119.8.
Bethel ASOS: OSE 251, BET 114.1.

MISSED APPROACH: Climb to 2000 direct WATNU WP and hold.

ANCHORAGE CENTER
125.2 372.0

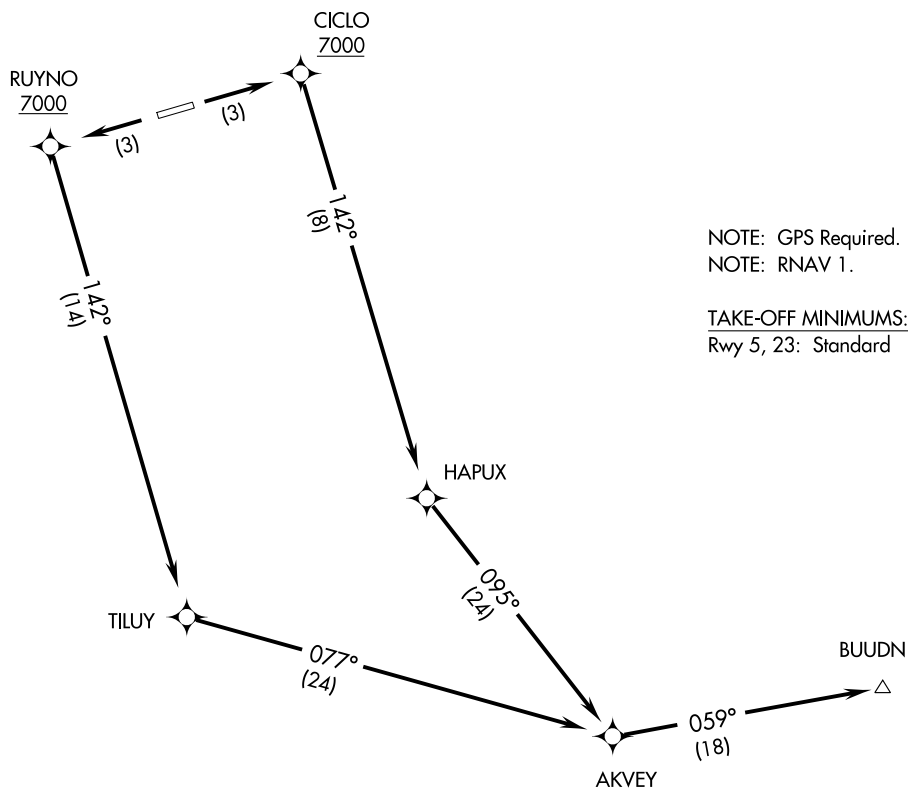
CTAF
122.9



BUUDN ONE DEPARTURE (RNAV)

ALLAKAKET, ALASKA

CTAF 122.9
FAIRBANKS RADIO
122.2
ANCHORAGE CENTER
124.6 352.0

TAKE-OFF OBSTACLES NOTES:

Rwy 5: Tree 799' from DER, 606' right of centerline 40' AGL/532' MSL.
Tree 1297' from DER 664' right of centerline 40' AGL/534' MSL.
Tree 2007' from DER 342' right of centerline 40' AGL/498' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb to 7000 direct CICLO and right turn via 142° track to HAPUX and via 095° track to AKVEY and via 059° track to BUUDN.

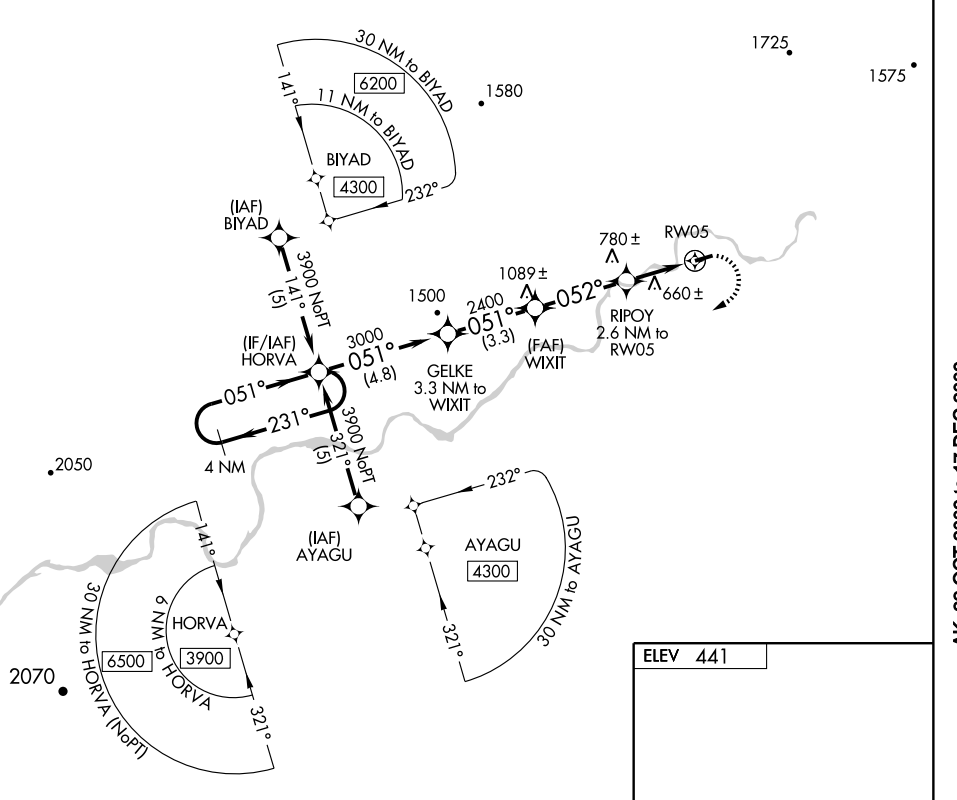
TAKE-OFF RWY 23: Climb to 7000 direct RUYNO and left turn via 142° track to TILUY and via 077° track to AKVEY and via 059° track to BUUDN.

NA

Use Bettles altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3900 direct HORVA and hold.

BETTLES ASOS 135.450	ANCHORAGE CENTER 124.6 352.0	FAIRBANKS RADIO 122.2	CTAF 122.9
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4 NM Holding Pattern

HORVA

GELKE 3.3 NM to WIXIT

WIXIT

RIPOY 2.6 NM to RW05

3900 HORVA

TDZE 439

052° to RW05

3900	231°	051°	051°	3000	051°	2400	052°	1300	RW05
4.8 NM		3.3 NM		3.4 NM		2.6 NM			

CATEGORY	A	B	C	D
RNAV MDA	1020-1 581 (600-1)	1020-1½ 581 (600-1½)	NA	
CIRCLING	1100-1 659 (700-1)	1160-1 719 (800-1)	1200-2¼ 759 (800-2¼)	NA

ELEV 441

MIRL Rwy 5-23

AK. 22 OCT 2009 to 17 DEC 2009

APP CRS	Rwy Idg	4000
232°	TDZE	441
	Apt Elev	441

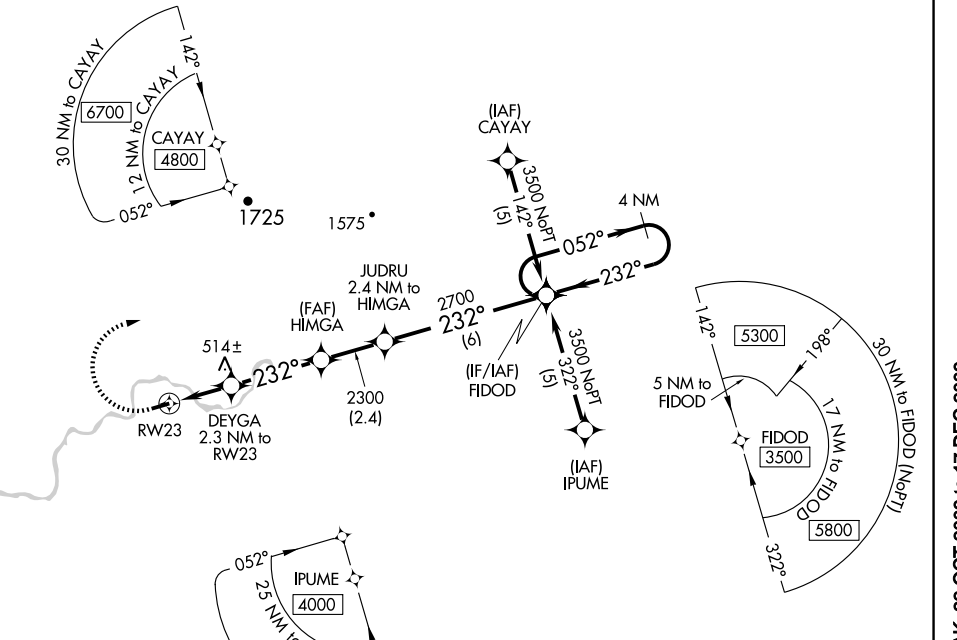
▼

NA

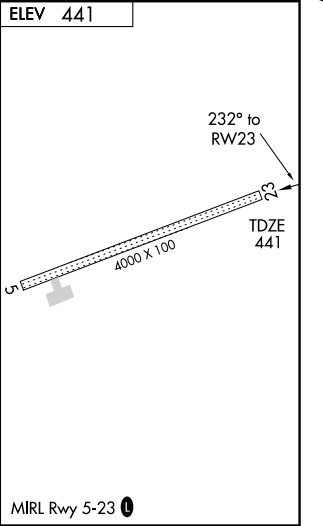
Use Bettles altimeter setting: DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3500 direct FIDOD and hold.

BETTLES ASOS 135.450	ANCHORAGE CENTER 124.6 352.0	FAIRBANKS RADIO 122.2	CTAF 122.9 0
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3500	FIDOD	DEYGA 2.3 NM to RW23	HIMGA	JUDRU 2.4 NM to HIMGA	FIDOD	4 NM Holding Pattern
		1220	2300	2700	3500	
		2.3 NM	3.3 NM	2.4 NM	6 NM	
CATEGORY	A	B	C	D		
LNAV MDA	900-1	459 (500-1)	900-1½ 459 (500-1½)	NA		
CIRCLING	1100-1 659 (700-1)	1160-1 719 (800-1)	1200-2½ 759 (800-2½)	NA		



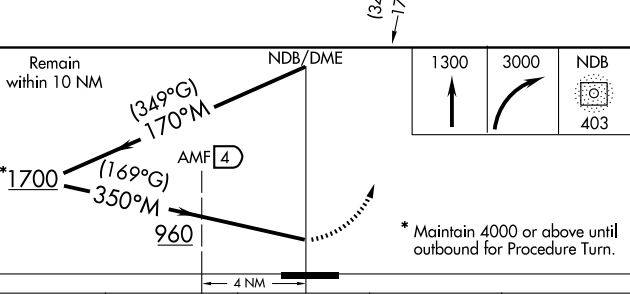
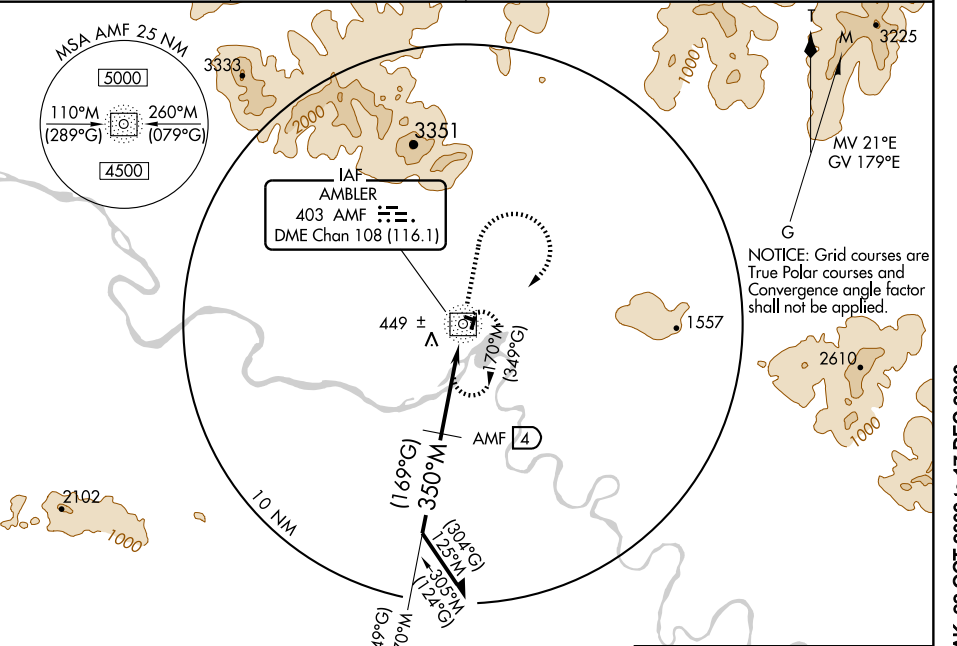
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NA

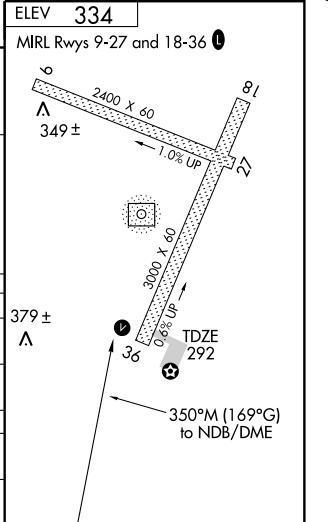
Circling not authorized west of Rwy 18-36.

MISSED APPROACH: Climb to 3000 then right climbing turn to 3000 direct AMF NDB and hold.

AWOS-3 132.1	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 122.0	CTAF 122.7 0
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CATEGORY	A	B	C	D
S-36	960-1	668 (700-1)	960-2 668 (700-2)	NA
CIRCLING	960-1	626 (700-1)	960-2 626 (700-2)	NA
DME MINIMUMS				
S-36	860-1	568 (600-1)	860-1 ½ 568 (600-1 ½)	NA
CIRCLING	860-1	526 (600-1)	860-1 ½ 526 (600-1 ½)	NA

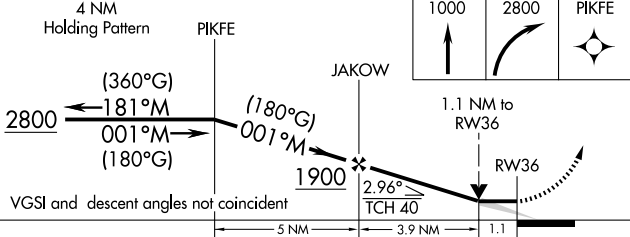
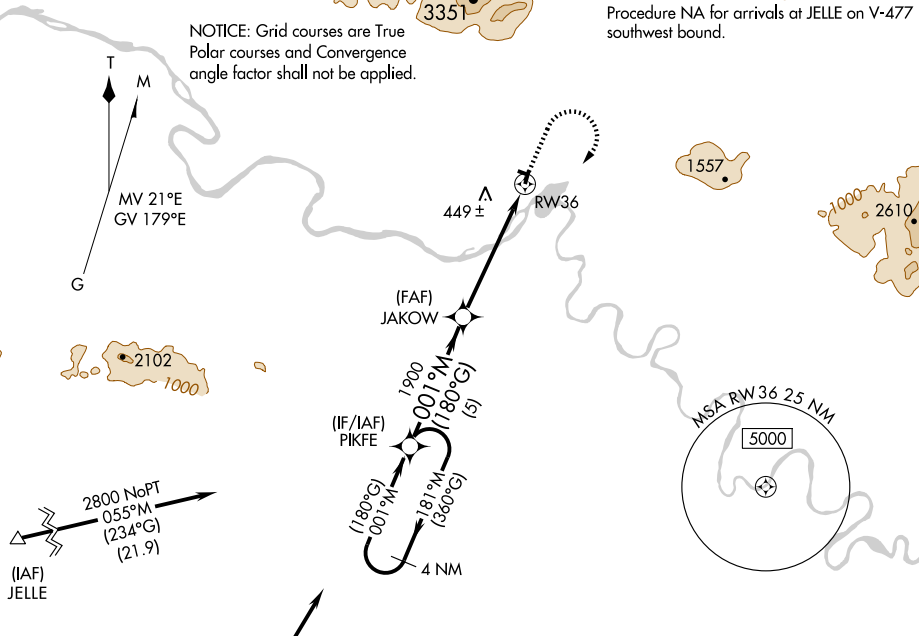


RNAV (GPS) Y RWY 36
AMBLER (AFM) (PAFM)

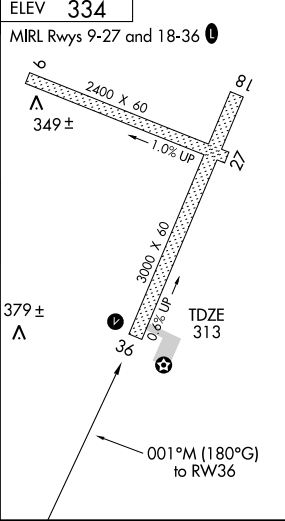
▼ Circling not authorized west of Rwy 18-36.
▲ NA GPS or RNP: 0.3 required. DME/DME RNP: 0.3 NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2800 direct PIKFE W/P and hold.

AWOS-3 132.1	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 122.0	CTAF 122.7 0
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CATEGORY	A	B	C	D
LNAV MDA	700-1 366 (400-1)	660-1 347 (400-1)	800-1 466 (500-1)	800-1½ 466 (500-1½)
CIRCLING				NA

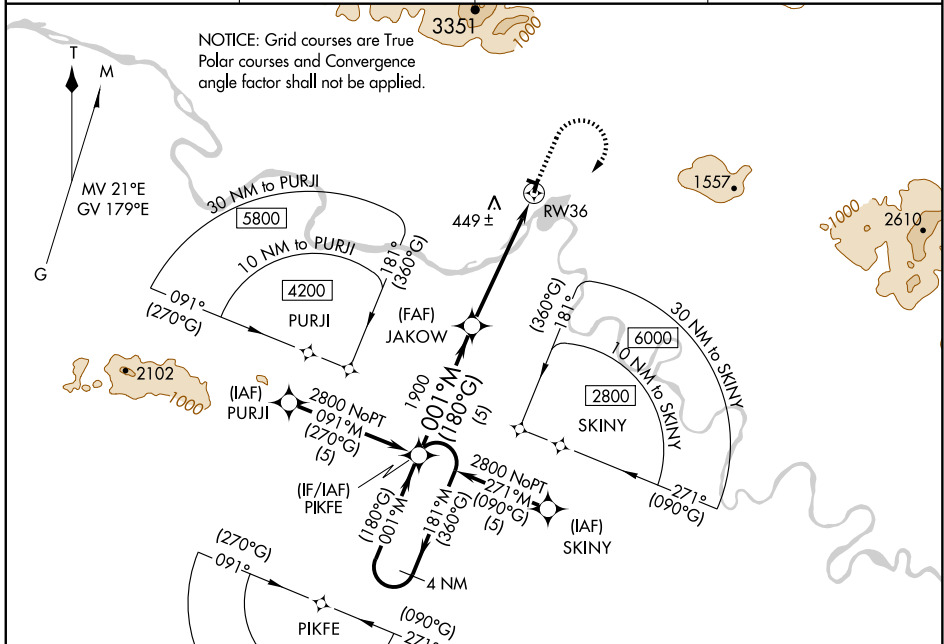


RNAV (GPS) Z RWY 36

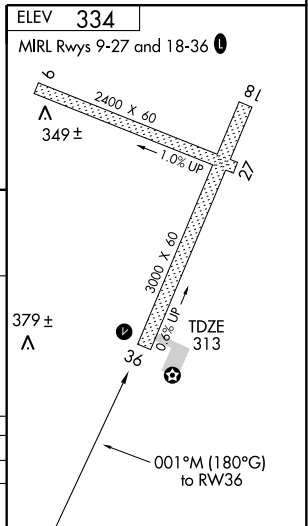
AMBLER (AFM) (PAFM)

▼	Circling not authorized west of Rwy 18-36.	MISSED APPROACH: Climb to 1000 then climbing right turn to 2800 direct PIKFE W/P and hold.
▲ NA	GPS or RNP: 0.3 required. DME/DME RNP: 0.3 NA.	

AWOS-3 132.1	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 122.0	CTAF 122.7 0
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4 NM Holding Pattern		PIKFE	1000	2800	PIKFE
2800		(360°G)	(180°G)	(180°G)	
		←181°M	→001°M	→001°M	
		(180°G)			
VGSI and descent angles not coincident					
		PIKFE	JAKOW	1.1 NM to RW36	
		5 NM	3.9 NM	1.1	
CATEGORY	A	B	C	D	
LNAV MDA	700-1	800-1	800-1½	NA	
	366 (400-1)	466 (500-1)	466 (500-1½)		
CIRCLING				NA	



FAIRBANKS RADIO
 122.2 122.6 255.4
 ANCHORAGE CENTER
 124.6 352.0

WELKE

INTON

FILAT

MUSDE

AKUMY

TAKE-OFF OBSTACLE NOTES

Rwy 2: Road/vehicle 535' from DER, on centerline, 19' AGL/2121' MSL.
 Terrain/vegetation beginning 838' from DER 697' right of centerline from 15' AGL/2314' MSL to 5742' from DER 1497' right of centerline to 15' AGL/2414' MSL.
 Terrain/vegetation 4523' from DER, 1671' left of centerline, 15' AGL/2314' MSL.

TAKE-OFF MINIMUMS

Rwy 20, NA - obstacles.
 Rwy 2, 400-1½ and a minimum climb of 430 feet per NM to 6300.

NOTE: RNAV 1
 NOTE: GPS required.
 NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

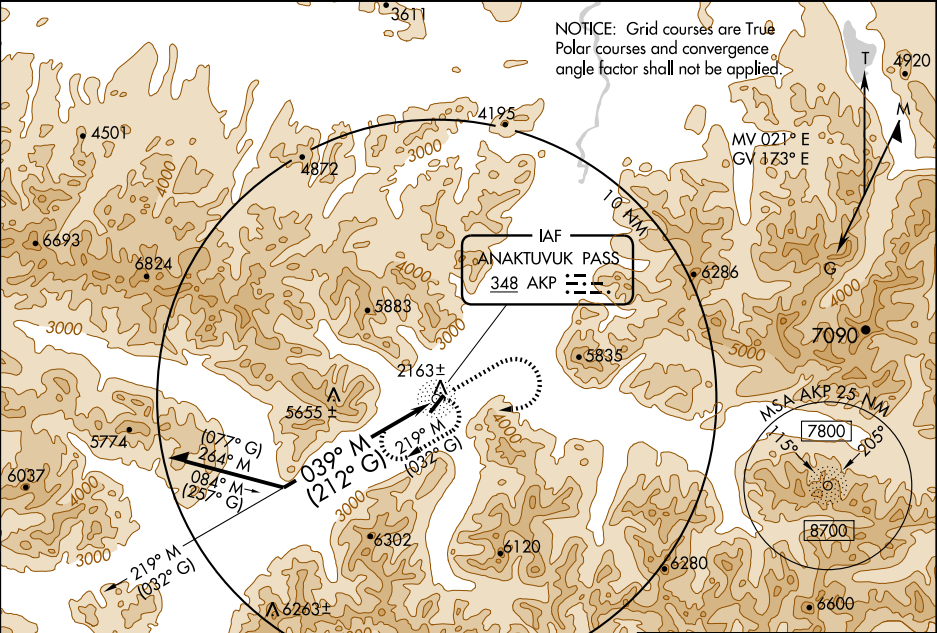
TAKE-OFF RUNWAY 2: Climb direct MUSDE, then via depicted route to AKUMY. Thence proceed on course. Maintain 10000 or higher assigned altitude.

NDB AKP 348	APP CRS 039°	Rwy Idg TDZE Apt Elev N/A N/A 2102
-----------------------	------------------------	--

NDB-B
ANAKTUVUK PASS (AKP) (PAKP)

<p>▼ When local altimeter setting not received, procedure NA. ▲ NA Circling NA west of Rwy 2-20. When VGSI inoperative, circling Rwy 20 NA at night.</p>	<p>MISSED APPROACH: Climb to 7000 then climbing right turn to 10000 direct AKP NDB and hold, continue climb-in-hold to 10000.</p>
--	---

AWOS-3 135.75	ANCHORAGE CENTER 124.6 352.0	GCO 122.15	CTAF 122.8 0
-------------------------	--	----------------------	------------------------



<p>Remain within 10 NM</p> <p>8100</p> <p>NDB</p> <p>1032° G 219° M</p> <p>1212° G 039° M</p>		<p>7000</p> <p>10000</p> <p>AKP</p> <p>348</p>	<p>ELEV 2102</p> <p>(212° G) 039° M to NDB</p> <p>4800 X 100</p> <p>1.1% Up</p>	
CATEGORY	A	B	C	D
CIRCLING	6600-1¼ 4498 (4500-1¼)	6600-1½ 4498 (4500-1½)	6600-3	4498 (4500-3)
MIRL Rwy 2-20 0		REIL Rws 2 and 20 0		

APP CRS	Rwy Idg	N/A
034°	TDZE	N/A
	Apt Elev	2102

RNAV (GPS)-A

ANAKTUVUK PASS (AKP) (PAKP)

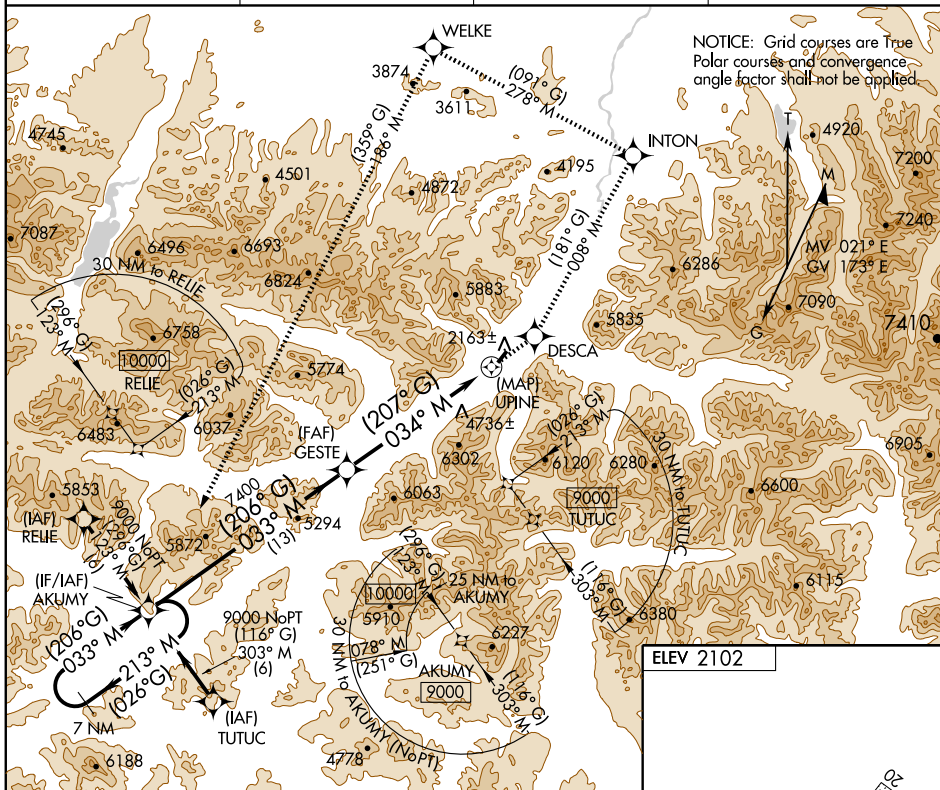
T Circling NA west of Rwy 2-20. DME/DME RNP-0.3 NA.
A When local altimeter setting not received, procedure NA.
 When VGSI inoperative, circling Rwy 20 NA at night.
 Circling to Rwy 2 NA at night for Cat C and D.

MISSED APPROACH: Climb to 10000 direct DESCA and via 008° track to INTON and via 278° track to WELKE and left turn via 186° track to AKUMY and hold.

AWOS-3
135.75

ANCHORAGE CENTER
124.6 352.0

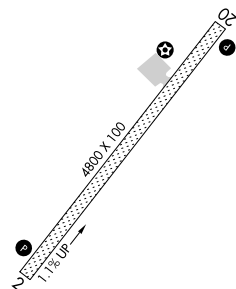
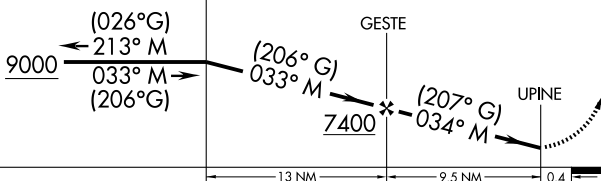
GCO
122.15

CTAF
122.8 L

ELEV 2102

7 NM
Holding Pattern

AKUMY



CATEGORY	A	B	C	D
CIRCLING	5180-1¼ 3078 (3100-1¼)	5180-1½ 3078 (3100-1½)	5180-3 3078 (3100-3)	5260-3 3158 (3200-3)

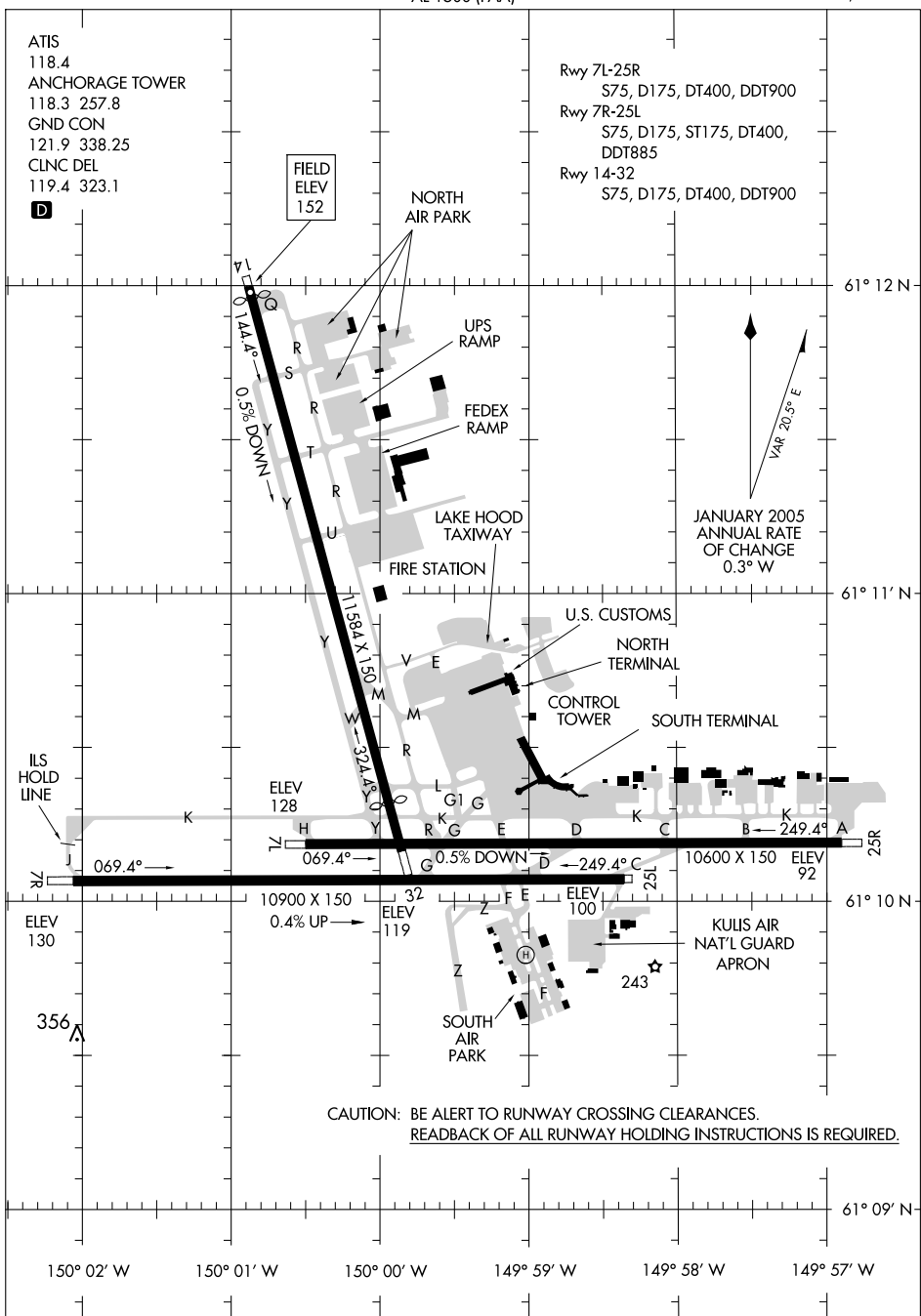
MIRL Rwy 2-20 **L**
REIL Rwy 2 and 20 **L**

AIRPORT DIAGRAM

ANCHORAGE / TED STEVENS ANCHORAGE INTL (ANC) (PANC)

AL-1500 (FAA)

ANCHORAGE, ALASKA



AMOTT SIX ARRIVAL

ST-1500 (FAA)

ANCHORAGE, ALASKA

ANCHORAGE APP COM

123.8 257.9

ANCHORAGE ATIS

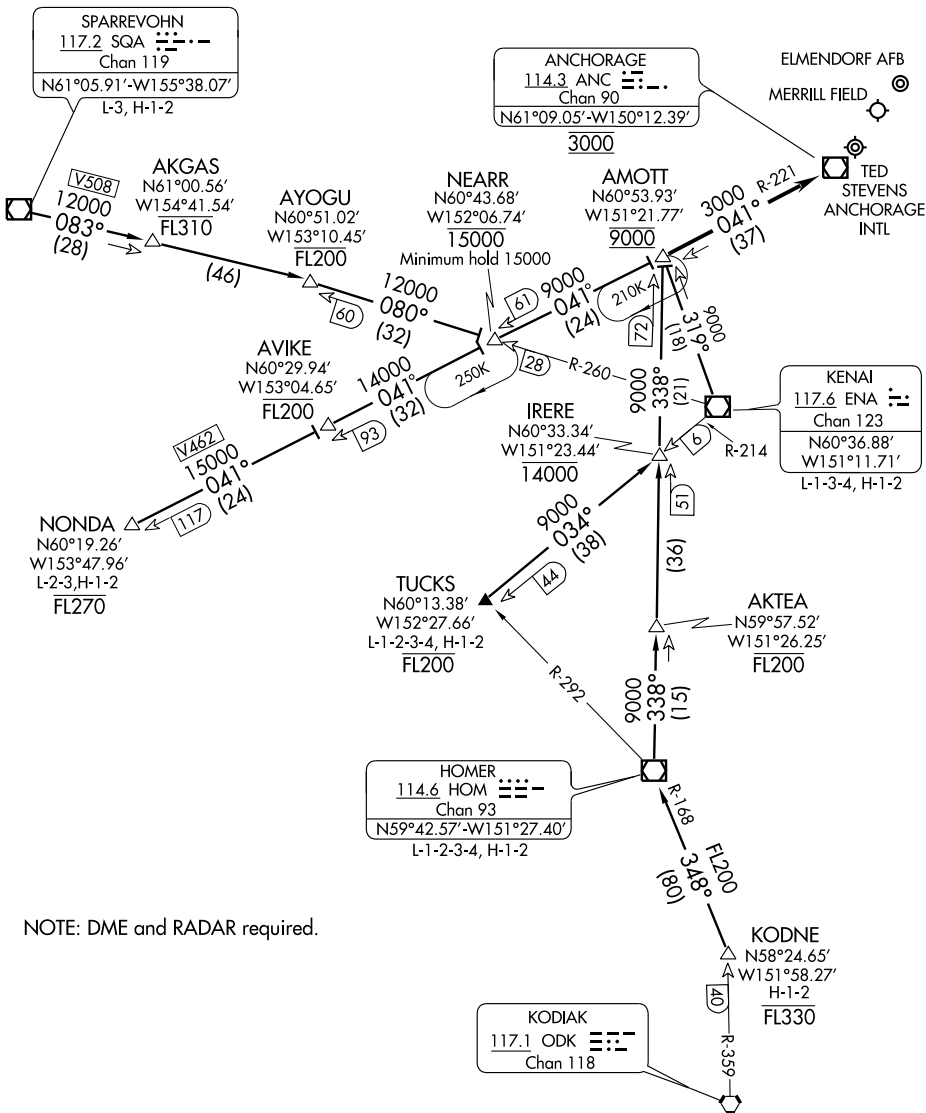
118.4

ELMENDORF AFB ATIS *

124.3 273.5

MERRILL FIELD ATIS

124.25



ARRIVAL DESCRIPTION

HOMER TRANSITION (HOM.AMOTT6): From over HOM VOR/DME via HOM R-338 to AMOTT INT. Thence....

KENAI TRANSITION (ENA.AMOTT6): From over ENA VOR/DME via ENA R-319 to AMOTT INT. Thence....

KODNE TRANSITION (KODNE.AMOTT6): From over KODNE INT via HOM R-168 to HOM VOR/DME, then via HOM R-338 to AMOTT INT. Thence....

NONDA TRANSITION (NONDA.AMOTT6): From over NONDA INT via ANC R-221 to AMOTT INT. Thence....

SPARREVOHN TRANSITION (SQA.AMOTT6): From over SQA VOR/DME via SQA R-083 and ENA R-260 to AYOGU INT, then via ENA R-260 to NEARR INT, then via ANC R-221 to AMOTT INT. Thence....

TUCKS TRANSITION (TUCKS.AMOTT6): From over TUCKS INT via ENA R-214 and HOM R-338 to AMOTT INT. Thence....

....From over AMOTT INT via ANC R-221 to ANC VOR/DME (MEA 3000). Expect radar vectors to final approach course after passing AMOTT INT.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 7L/R: Aircraft more than 20,000 lbs or turbojet aircraft: Climb heading 069°. Upon passing 2000', reaching ANC 10 DME or crossing BGQ R-149, turn right heading 200°. Advise ATC prior to departure if unable to be established on heading 200° by 10 DME east of ANC VOR/DME. All other aircraft: Climb heading 069°. Upon passing 600', reaching ANC 10 DME, or crossing BGQ R-149, climbing right turn heading 200°. Advise ATC prior to departure if unable to be established on heading 200° by 10 DME east of ANC VOR/DME. Thence. . .

TAKE-OFF RUNWAY 14: Climb heading 144° to 600', then climbing right turn heading 200°. Thence. . .

TAKE-OFF RUNWAYS 25L/R: Climb heading 249°. Thence. . .

TAKE-OFF RUNWAY 32: Climb heading 324° to 600', then climbing left turn heading 300°. Thence. . .

. . . . Expect Radar Vectors to assigned route or depicted fix. Maintain FL200 or assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

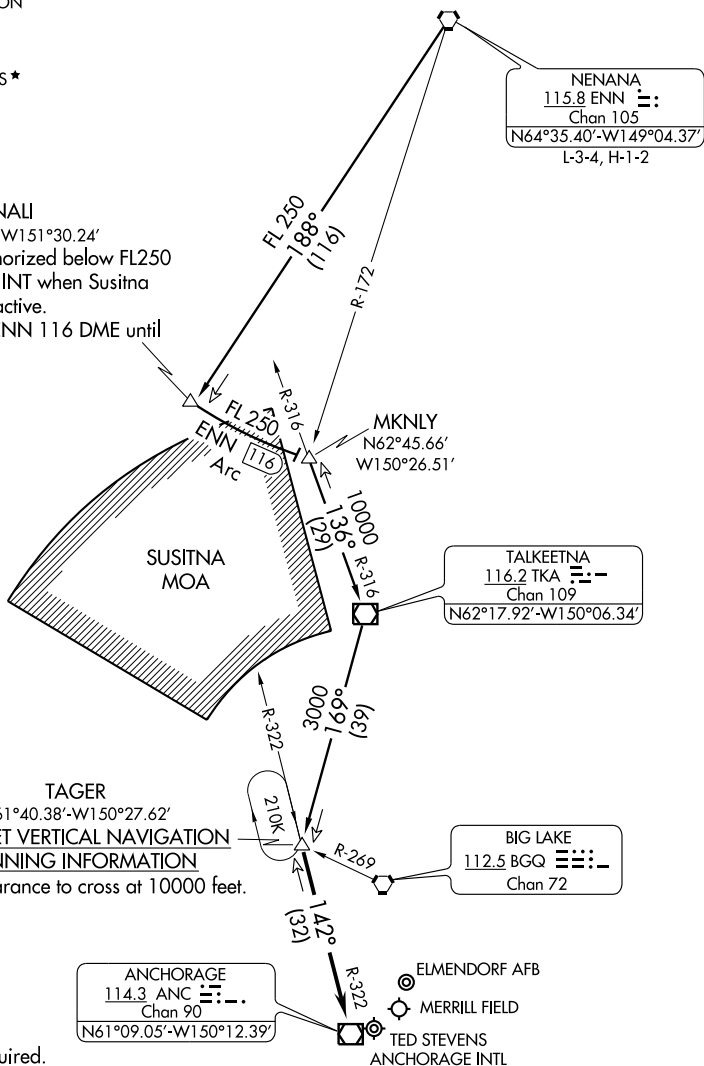
- NOTE: Rwy 7L: Multiple trees beginning 948' from departure end of runway, 421' left of centerline, up to 64' AGL/140' MSL. Light pole 1,407' from departure end of runway, 608' left of centerline, 59' AGL/138' MSL.
- NOTE: Rwy 7R: Terrain 2' from departure end of runway, 459' right of centerline, 105' MSL. Tree 1,043' from departure end of runway, 605' right of centerline, 50' AGL/149' MSL.
- NOTE: Rwy 25L: Tree 1,693' from departure end of runway, 895' left of centerline, 56' AGL/234' MSL. Windsock 1,381' from departure end of runway, 404' left of centerline, 10 AGL/175' MSL.
- NOTE: Rwy 14: Antenna on OL tower 2,212' from departure end of runway, 1,070' left of centerline, 103' AGL/225' MSL. Multiple trees beginning 1,749' from departure end of runway, 528' left of centerline, up to 95' AGL/220' MSL. Multiple trees and bushes beginning 1,222' from departure end of runway, 237' right of centerline, up to 75' AGL/191' MSL. Terrain 48' from departure end of runway, 155' right of centerline 125' MSL.
- NOTE: Rwy 32: Multiple trees and bushes beginning 390' from departure end of runway, 311' right of centerline, up to 68' AGL/217' MSL.

ANCHORAGE APP CON
119.1 290.5
ANCHORAGE ATIS
118.4
ELMENDORF AFB ATIS ★
124.3 273.5
MERRILL FIELD ATIS
124.25

DNALI

N62°59.42'-W151°30.24'

Descent not authorized below FL250
prior to MKNLY INT when Susitna
MOA/ATCAA active.
Do not exceed ENN 116 DME until
MKNLY INT.



NOTE: DME required.

NOTE: Chart not to scale.

NENANA TRANSITION (ENN.DNALI1): From over the ENN VORTAC via ENN R-188 to DNALI DME Fix and east via ENN 116 DME Arc to MKNLY INT. Then via TKA R-316 to TKA VOR/DME and TKA R-169 to TAGER INT. Thence

....From over TAGER INT via ANC R-322 to ANC VOR/DME. Expect vectors to final approach course after TAGER INT.

ANCHORAGE APP CON
119.1 290.5
ANCHORAGE ATIS
118.4
ELMENDORF AFB ATIS ★
124.3 273.5
MERRILL FIELD ATIS
124.25

N

BIG LAKE
112.5 BGQ
Chan 72
N61°34.17'
W149°58.03'

ELLAM
N61°20.23'
W149°12.35'

TAZU
N61°13.71'
W148°51.50'

R-2203B

R-2203A

R-2203C

R-043

MERRILL FIELD

TED STEVENS
ANCHORAGE INTL

ANCHORAGE
114.3 ANC
Chan 90

JOHNSTONE POINT
116.7 JOH
Chan 114
N60°28.86' W146°35.96'
L-1-3-4, H-1

12000
278°
(80)

10000
277°
(12)

43

75

NOTE: Chart not to scale.

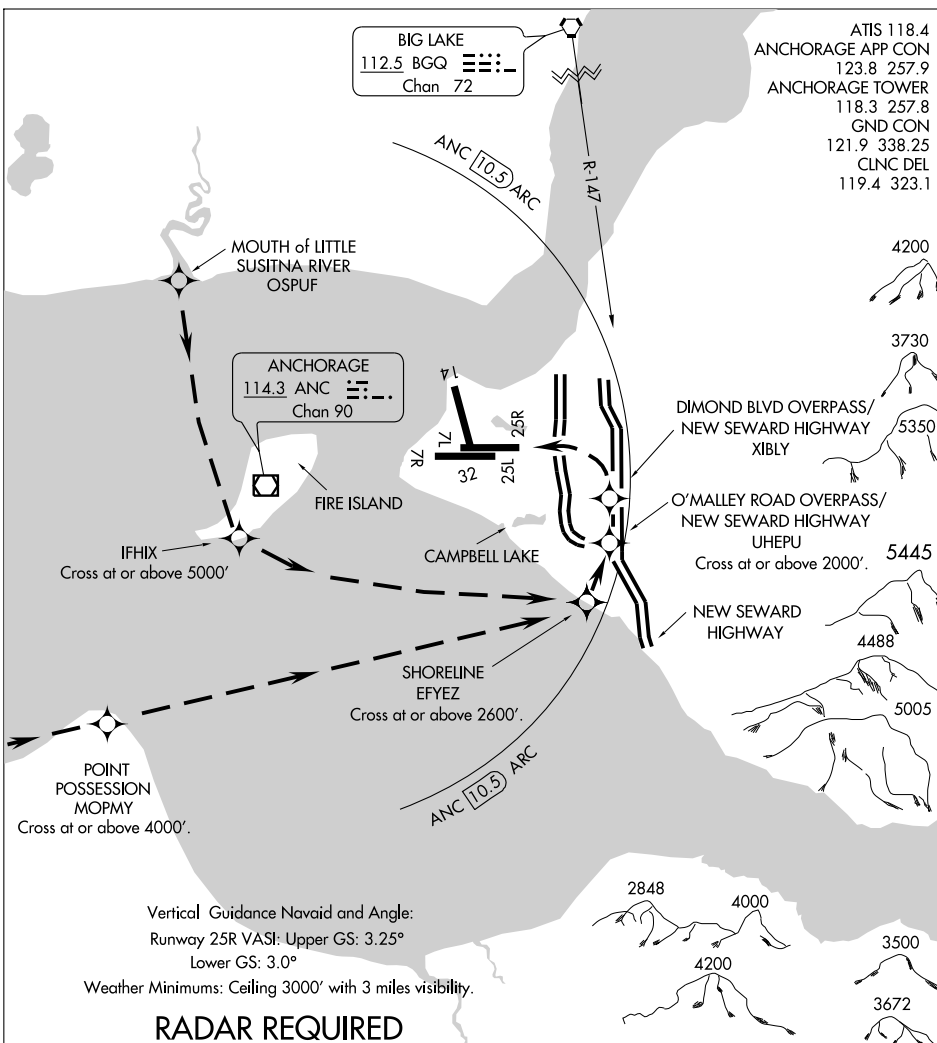
JOHNSTONE POINT TRANSITION (JOH.ELLAM2): From over JOH VOR/DME via JOH R-278 and BGQ R-097 to ELLAM INT. Thence....

....from over ELLAM INT via BGQ R-097 to BGQ VORTAC. Expect vector to final approach course after ELLAM INT.

HIGHWAY VISUAL RWY 25R

AL-1500 (FAA)

ANCHORAGE, ALASKA



NM	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26

HIGHWAY VISUAL RWY 25R

PROCEDURE NOT AUTHORIZED AT NIGHT

LOC/DME I-TGN 109.9 Chan 36	APP CRS 069°	Rwy Idg 10600 TDZE 128 Apt Elev 152
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ILS or LOC/DME RWY 7L

ANCHORAGE/TED STEVENS ANCHORAGE INTL (ANC) (PANC)

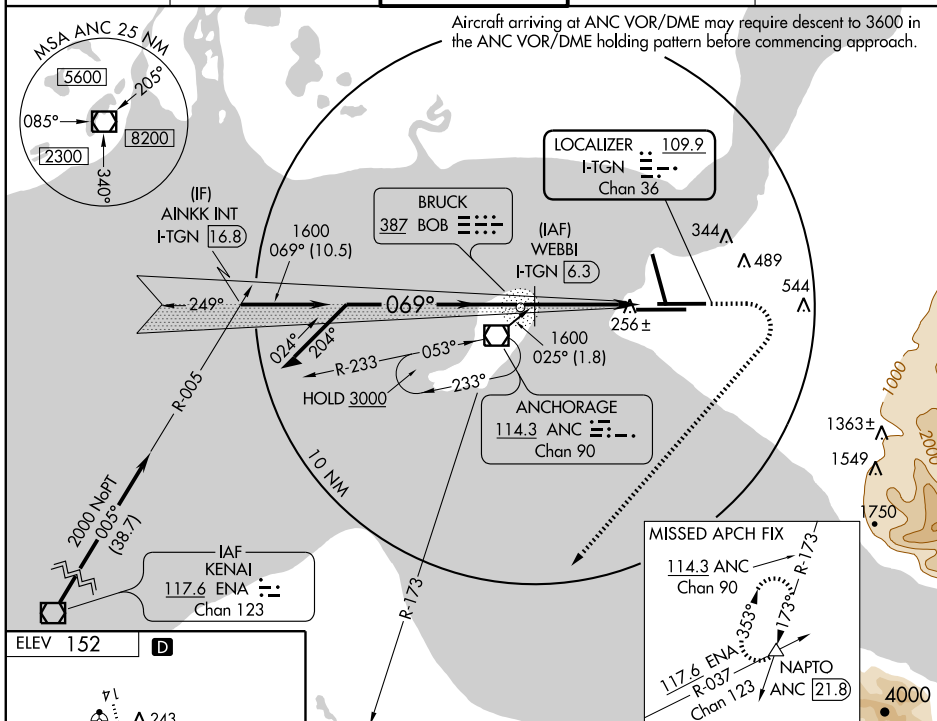
- V** RVR predicted on Rwy 7R midfield transmissometer.
A For inoperative MALS, increase S-LOC 7L Cat D visibility to RVR 5000 and Cat E to RVR 6000.

MALS



MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 200° and ANC R-173 to NAPTO INT/ANC 21.8 DME and hold.

ATIS 118.4	ANCHORAGE APP CON 118.6 290.5	ANCHORAGE TOWER 118.3 257.8	GND CON 121.9 338.25	CLNC DEL 119.4 323.1
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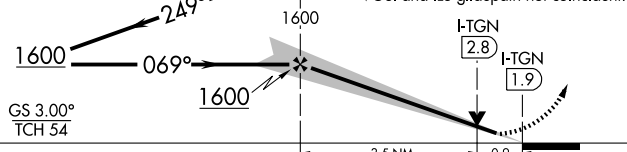
*Procedure turn NA for Cat E aircraft.

Remain within 10 NM

*WEBBI I-TGN 6.3

600	2500	ANC R-173	NAPTO
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VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D	E
S-ILS 7L	328/18 200 (200-½)				328/24 200 (200-½)
S-LOC 7L	460/24 332 (400-½)			460/40 332 (400-¾)	
CIRCLING	740-1 588 (600-1)	740-1½ 588 (600-1½)	800-2 648 (700-2)	920-2¾ 768 (800-2¾)	

REIL Rwy 32
TDZ/CL Rwy 7R
HIRL all Rws

ILS or LOC/DME RWY 7R

LOC/DME I-ANC 111.3 Chan 50	APP CRS 069°	Rwy 7R Idg 10900 TDZE 130 Apt Elev 152	Rwy 7L Idg 10600 TDZE 128 Apt Elev 152	ILS or LOC/DME RWY 7R ANCHORAGE/ TED STEVENS ANCHORAGE INTL (ANC) (PANC)
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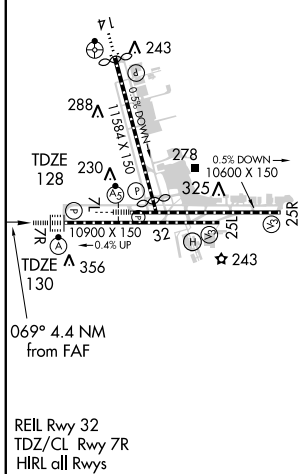
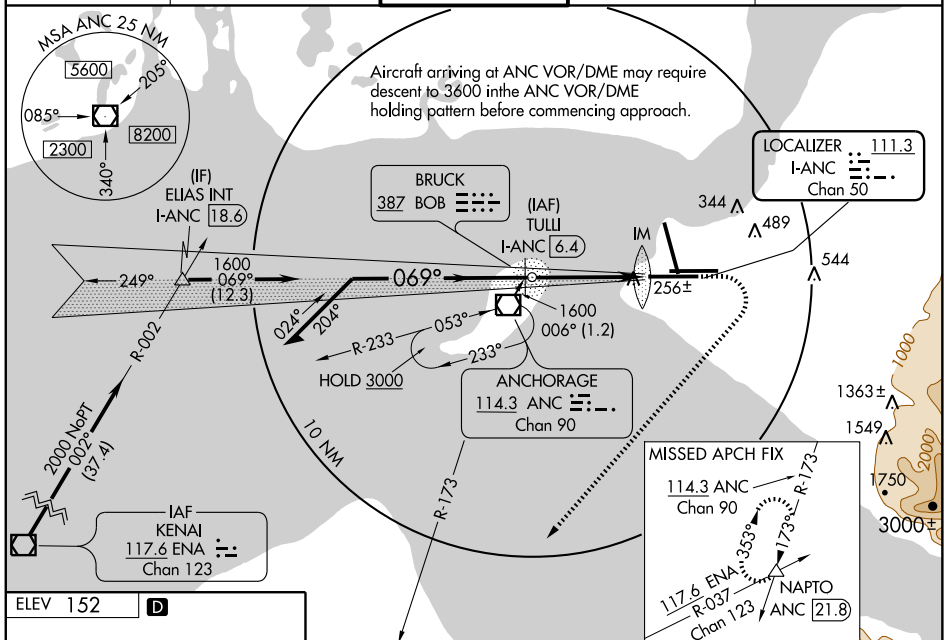
For inoperative ALSF, increase S-ILS 7R Cat E visibility to RVR 4000, and S-LOC 7R Cat E visibility to RVR 6000. Inoperative table does not apply to SIDESTEP 7L Cats A and B. SIDESTEP Rwy 7L RVR minima predicated on Rwy 7R midfield transmissometer. Rwy 7L threshold 4653' NE of Rwy 7R threshold.

ALSF-2
Rwy 7R

MALSR
Rwy 7L

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 200° and ANC R-173 to NAPTO INT/ANC 21.8 DME and hold.

ATIS 118.4	ANCHORAGE APP CON 118.6 290.5	ANCHORAGE TOWER 118.3 257.8	GND CON 121.9 338.25	CLNC DEL 119.4 323.1
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* Procedure turn NA for Cat E aircraft.

Remain
within 10 NM

Remain within 10 NM

I-ANC TCH 54

1600 069° 1600 249°

GS 3.00° TCH 54

0 10 NM

600 ↑	2500 ↗ 200°	ANC R-173	NAPTO △
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VGSI and ILS glidepath not coincident.

				← 3.4 NM →		0.9	0.1	←
CATEGORY	A	B	C	D	E			
S-ILS 7R	330/18 200 (200-½)					330/24 200 (200-½)		
S-LOC 7R	500/24 370 (400-½)				500/40 370 (400-¾)			
SIDESTEP RWY 7L	500/50 372 (400-1)				500-1½ 372 (400-1½)			
CIRCLING	740-1 588 (600-1)		740-1½ 588 (600-1½)		800-2 648 (700-2)		920-2¾ 768 (800-2¾)	

GE/ ILS RWY 7R (CAT II)
TED STEVENS ANCHORAGE INTL (ANC) (PANC)



ALSF-2



MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 200° and ANC R-173 to NAPTO INT/ANC 21.8 DME and hold.

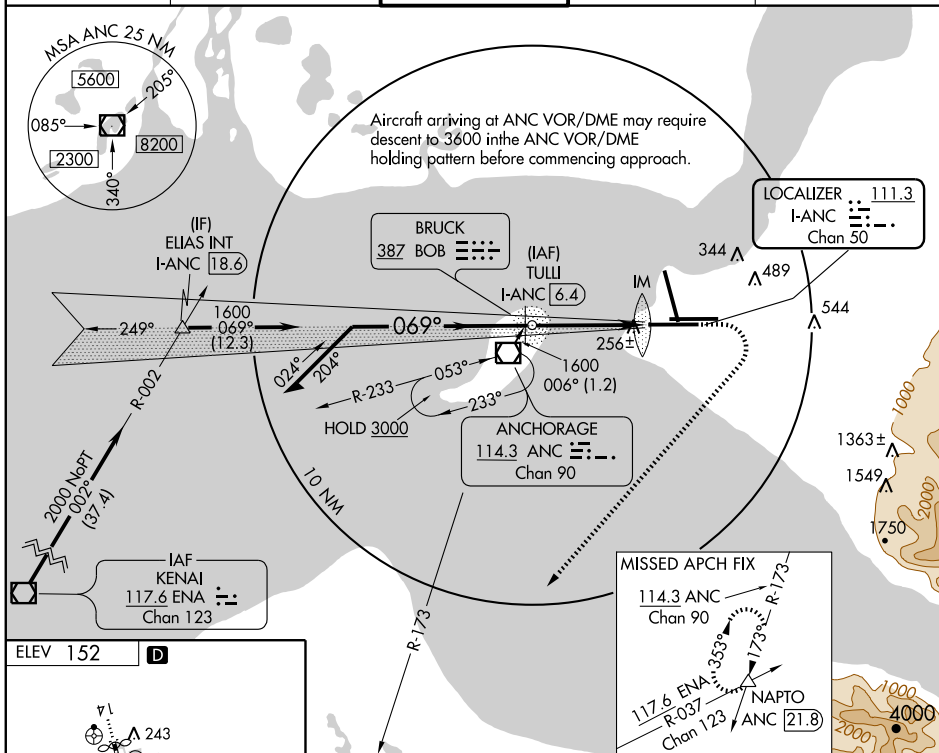
ATIS
118.4

ANCHORAGE APP CON
118.6 290.5

ANCHORAGE TOWER
118.3 257.8

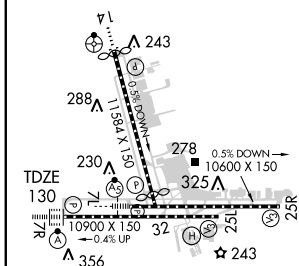
GND CON
121.9 338.25

CLNC DEL
119.4 323.1



AK. 22 OCT 2009 to 17 DEC 2009

ELEV 152



Remain
within 10 NM

TULLI
ANC 6.4

$$\frac{1600}{\text{GS } 3.00^\circ}$$

VGSI and ILS glidepath
not coincident.

ANC
R-173

NAPTO
Λ

CATEGORY
S-ILS 7R

A

B

Q

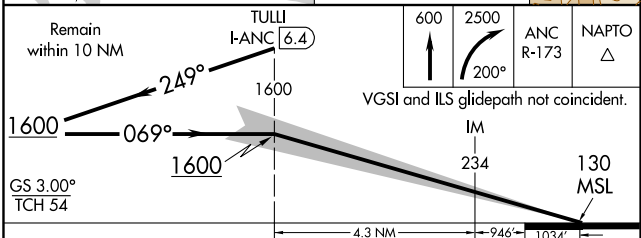
230/12 100 RA 100

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 32
TDZ/CL Rwy 7R
HRL all Rwys

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 200° and ANC R-173 to NAPTO INT/ANC 21.8 DME and hold.

CLNC DEL
119.4 323.1



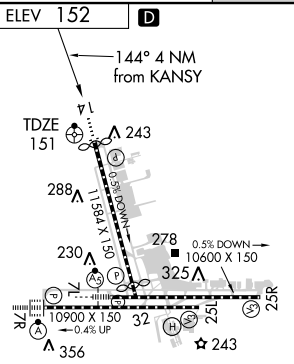
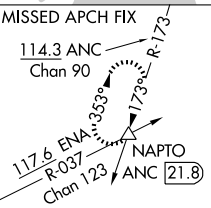
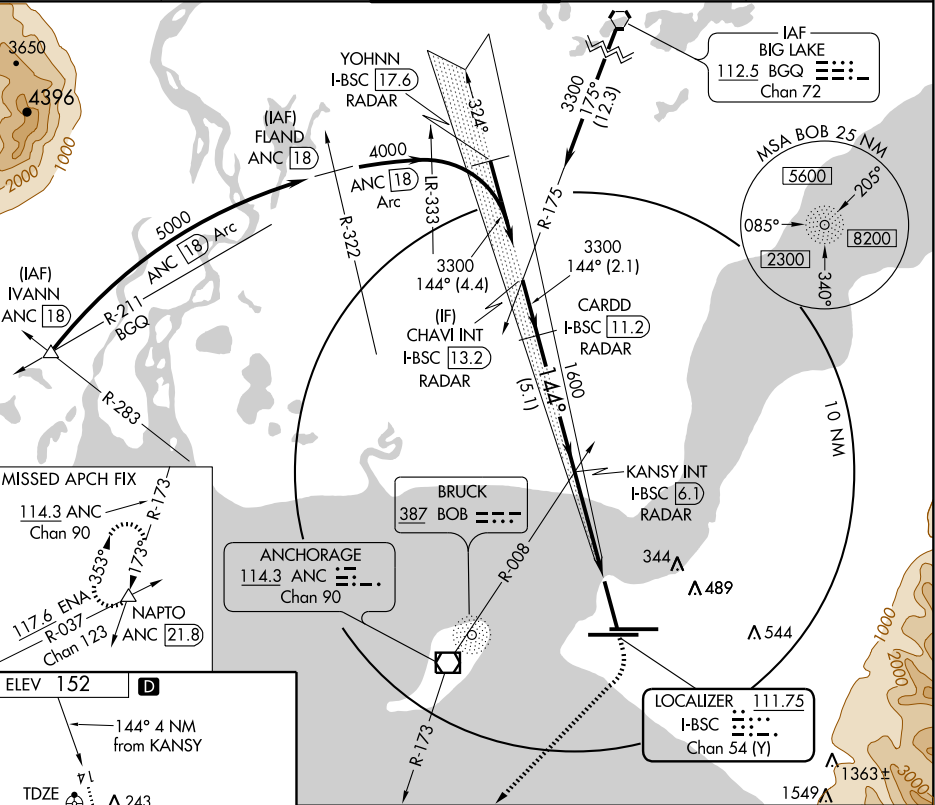
CATEGORY III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-BSC	APP CRS	Rwy Idg	10492
111.75	144°	TDZE	151
Chan 54(Y)		Apt Elev	152

ANCHORAGE/TED STEVENS ANCHORAGE INTL (ANC) (PANC)

<div><div>▼</div><div>DME or RADAR required.</div></div>	<div><div>ODALS</div><div></div></div>	<div>MISSED APPROACH: Climb to 800 then climbing right turn to 2500 via heading 200° and ANC VOR/DME R-173 to NAPTO INT/ANC 21.8 DME and hold.</div>
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ATIS 118.4	ANCHORAGE APP CON 118.6 290.5	ANCHORAGE TOWER 118.3 257.8	GND CON 121.9 338.25	CLNC DEL 119.4 323.1
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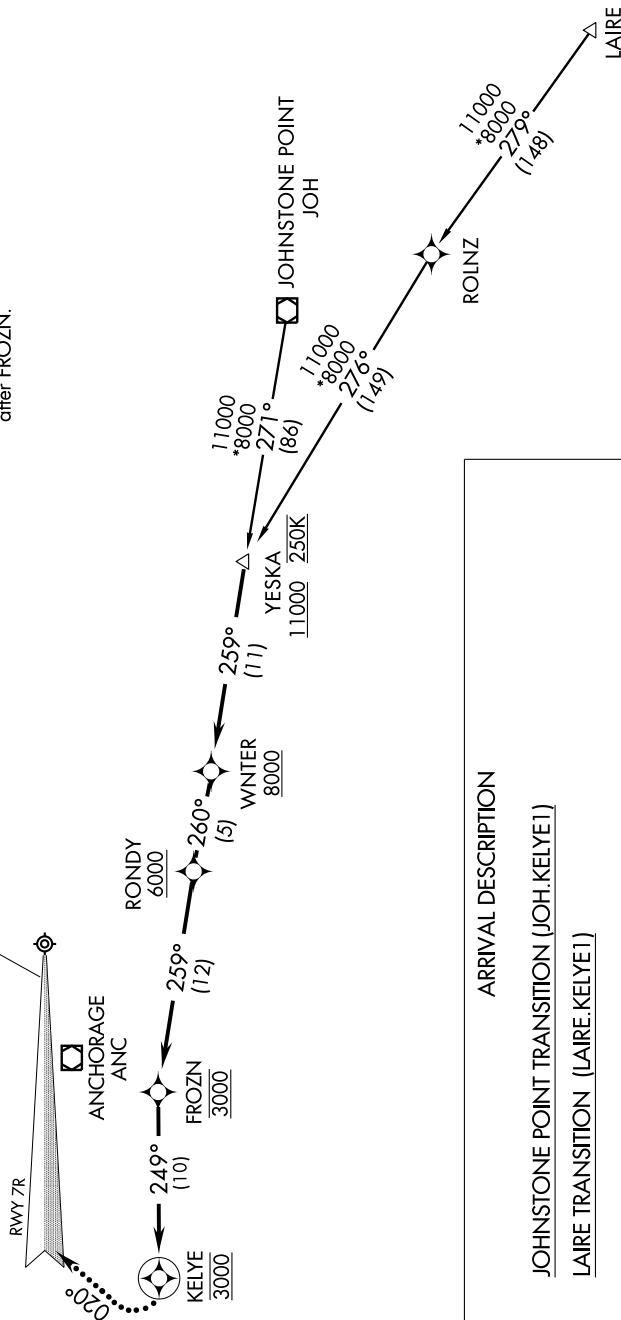


CHAVI INT I-BSC 13.2 RADAR	CARDD I-BSC 11.2 RADAR	Procedure Turn NA	800	2500	ANC R-173	NAPTO
3300	3300	KANSY INT I-BSC 6.1 RADAR	1600	1600	VGSI and ILS glidepath not coincident.	
GS 3.20° TCH 58	2.1 NM	5.1 NM	4 NM			
CATEGORY	A	B	C	D		
S-ILS 14	351/40 200 (200-¾)					
S-LOC 14	NA					
CIRCLING	NA					

REIL Rwy 32
TDZ/CL Rwy 6R
HIRL all Rwys

NOTE: RADAR required.
NOTE: GPS required.
NOTE: RNAV 1.
NOTE: Expect radar vectors to final approach course
after FROZN.

LOCALIZER 111.3
I-ANC
Chan 50



ARRIVAL DESCRIPTION

JOHNSTONE POINT TRANSITION (JOH.KELYE1)

LAIRE TRANSITION (LAIRE.KELYE1)

From YESKA INT via 259° track to WINTER WP, then as depicted to KELYE WP.

LOST COMMUNICATIONS:

After KELYE WP turn right heading 020° to intercept ILS or LOC/DME RWY 7R localizer. Cleared ILS or LOC/DME RWY 7R Approach.

NOTE: Chart not to scale.

KNIK SIX DEPARTURE

ANCHORAGE/ TED STEVENS ANCHORAGE INTL (ANC) (PANC)
SL-1500 (FAA) ANCHORAGE, ALASKA

NOTE: Chart not to scale.

FAIRBANKS
108.6 FAI
Chan 23
N64°48.00' -W148°00.72'
L-3-4, H-1-2

ATIS 118.4
CLNC DEL
119.4 323.1
GND CON
121.9 338.25
ANCHORAGE TOWER
118.3 257.8
ANCHORAGE DEP CON
118.6 290.9 Rwy 32
126.4 259.3 Rwy 14
118.6 290.9 Rws 7L, 7R
123.8 259.3 Rws 25L, 25R

CLIMB GRADIENTS
(FOR AIR TRAFFIC SEPARATION)

Runway 7L: 560' per nautical mile to 2000'.

Runway 7R: 460' per nautical mile to 2000'.

Runway 32: 400' per nautical mile to 3000'.

BIG LAKE
112.5 BGQ
Chan 72
N61°34.17' -W149°58.03'
L-1-3-4, H-1-2

TALKEETNA
116.2 TKA
Chan 109
N62°17.92' -W150°06.34'
L-3-4, H-1-2

NODLE
N61°17.00' -W152°00.00'
Aircraft cleared via NODLE WP:
13500 for terrain

2000 or
ANC 11 DME/BGQ R-146
(whichever occurs first)

ANCHORAGE
114.3 ANC
Chan 90
N61°09.05' -W150°12.39'
L-1-3-4, H-1-2

JOHNSTONE POINT
116.7 JOH
Chan 114
N60°28.86' -W146°35.96'
L-1-3-4, H-1

SPARREVOHN
117.2 SQA
Chan 119
N61°05.91' -W155°38.07'
L-3, H-1-2

TAKE-OFF MINIMUMS:

Rws 25L/R, 14, 32: standard.

Rwy 7L: 3300-1 or standard with a minimum climb of 320'/NM to 3400.

Rwy 7R: 2800-1 or standard with a minimum climb of 290'/NM to 2900.

DEPARTURE ROUTE DESCRIPTION

All aircraft cleared as filed. Expect vectors to assigned route or depicted fix. Maintain FL200 or assigned altitude. Expect further clearance to filed altitude within ten (10) minutes after departure.

TAKE-OFF RUNWAYS 7L/R: All aircraft climb as rapidly as practical through 3000'. Fly runway heading until leaving 2000' or the ANC 11 DME/BGQ R-146, whichever occurs first, then turn left heading 330°. If unable to reach 2000' by the ANC 11 DME/BGQ R-146 advise ATC prior to departure.

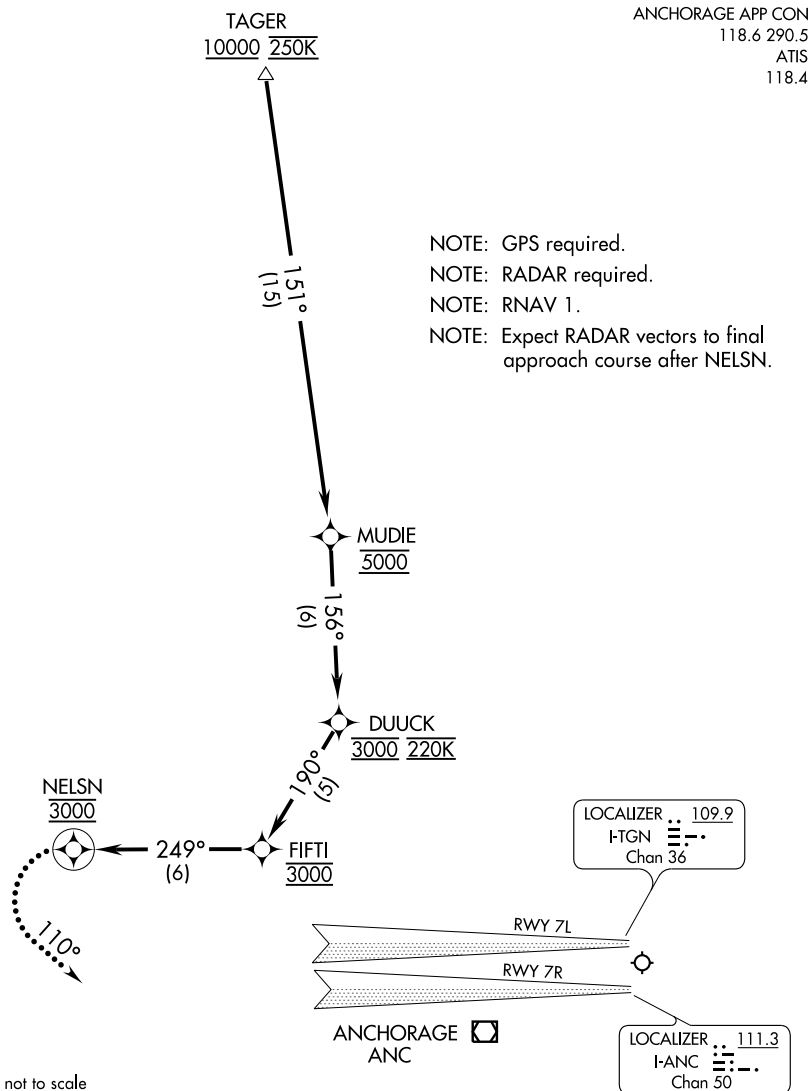
TAKE-OFF RUNWAY 14: All aircraft climb on runway heading as rapidly as practical to 600', then turn right heading 190°.

TAKE-OFF RUNWAYS 25L/R: All aircraft climb on runway heading as rapidly as practical.

TAKE-OFF RUNWAY 32: All aircraft climb runway heading to 600', then turn left heading 300°. Climb a minimum of 400' per NM to 3000'. If unable to comply with published climb gradient advise ATC prior to departure.

MUDIE ONE ARRIVAL (RNAV)

ST-1500 (FAA)

TED STEVENS ANCHORAGE INTL
ANCHORAGE, ALASKA

NOTE: Chart not to scale

ARRIVAL DESCRIPTION

From TAGER INT via 151° track to MUDIE, then via 156° track to DUUCK, then via 190° track to FIFTI, then via 249° track to NELSN, expect radar vector to ILS or LOC/DME Rwy 7L/7R final approach course.

LOST COMMUNICATIONS: After NELSN turn left via heading 110° to intercept ILS or LOC/DME Rwy 7R localizer. Cleared ILS or LOC DME Rwy 7R approach.

WAAS
CH 86215
W07B

APP CRS
069°

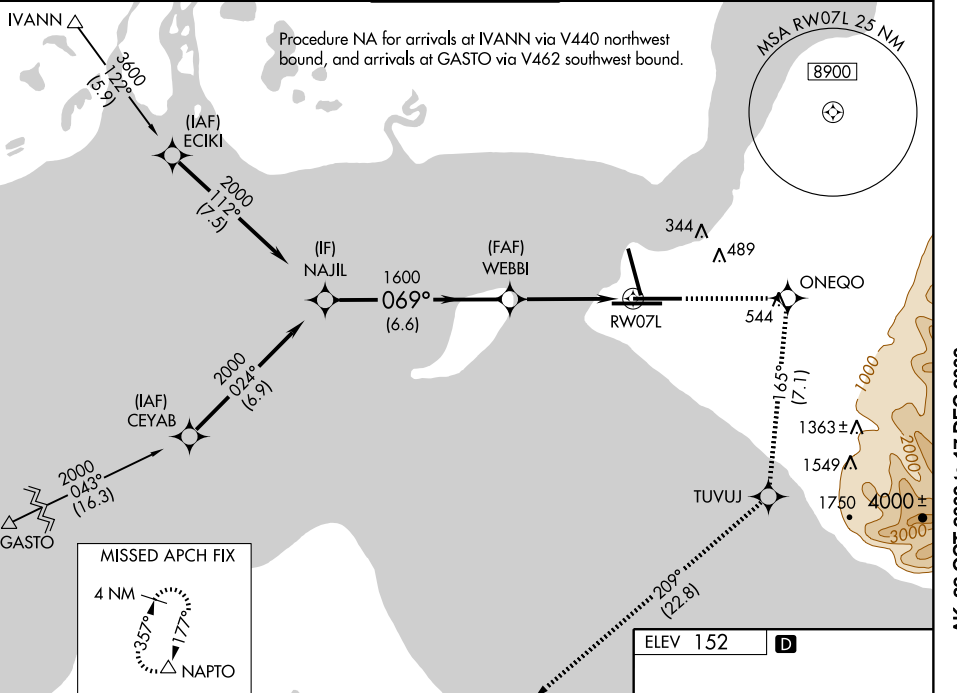
Rwy Idg 10600
TDZE 128
Apt Elev 152

Baro-VNAV NA below -25°C (-13°F). DME/DME RNP-0.3 NA. RVR predicted on Rwy 7R midfield transmissometer. Inoperative table does not apply to LNAV/VNAV. For inoperative MALSR increase LPV all Cats visibility to RVR 5000.

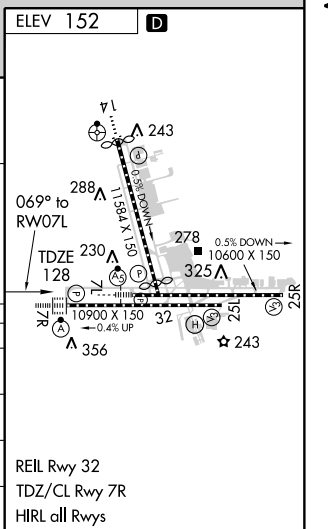
MALSR

MISSED APPROACH: Climb to 3000 direct ONEGO and via 165° track to TUVUJ, and via 209° track to NAPTO and hold.

ATIS 118.4	ANCHORAGE APP CON 118.6 290.5	ANCHORAGE TOWER 118.3 257.8	GND CON 121.9 338.25	CLNC DEL 119.4 323.1
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Procedure Turn NA	NAJIL	3000	ONEGO	165° trk	TUVUJ	209° trk	NAPTO
2000	069°	1600	3000	ONEGO	165° trk	TUVUJ	209° trk
GS 3.00° TCH 54	NAJIL	3000	ONEGO	165° trk	TUVUJ	209° trk	NAPTO
6.6 NM	3 NM	1.4 NM					
CATEGORY	A	B	C	D			
LPV DA	390/24	262 (300-½)					
LNAV/VNAV DA	740-2¼	612 (600-2¼)					
LNAV MDA	620/24	492 (500-½)	620/40	620/50			
			492 (500-¾)	492 (500-1)			
CIRCLING	740-2¼	588 (600-2¼)		800-2¼			
				648 (700-2¼)			

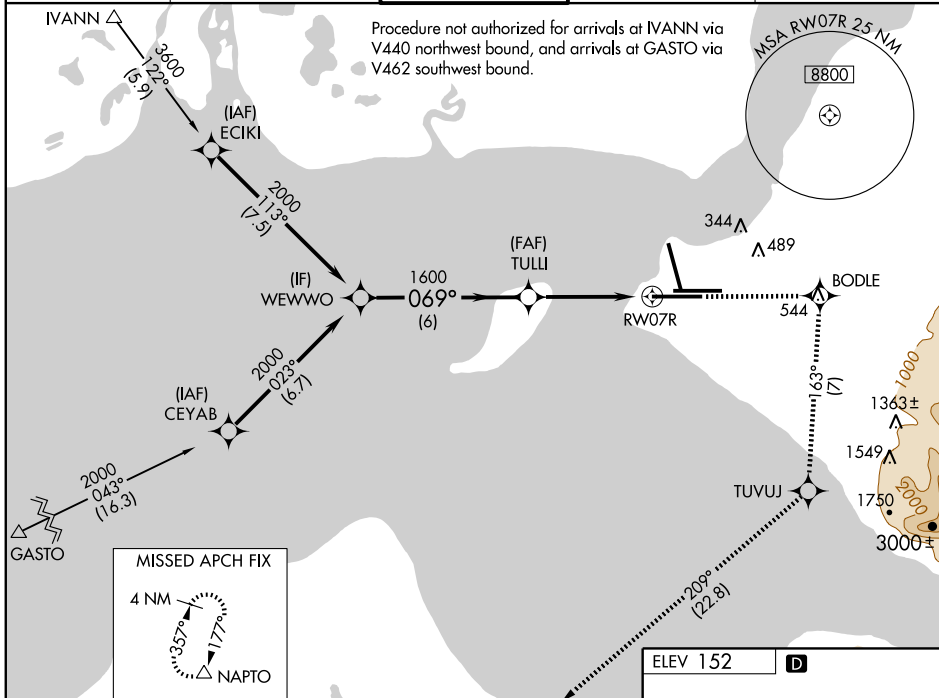


RNAV (GPS) RWY 7R

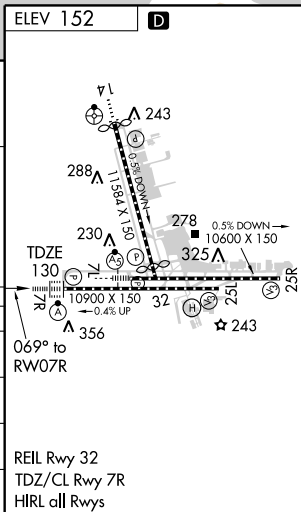
ANCHORAGE/TED STEVENS ANCHORAGE INTL (ANC) (PANC)

WAAS CH 81815 W07A	APP CRS 069°	Rwy Idg 10900 TDZE 130 Apt Elev 152	ALSF-2 	MISSED APPROACH: Climb to 3000 direct BODLE and via 163° track to TUVUJ and via 209° track to NAPTO and hold.
--	------------------------	--	---	---

ATIS 118.4	ANCHORAGE APP CON 118.6 290.5	ANCHORAGE TOWER 118.3 257.8	GND CON 121.9 338.25	CLNC DEL 119.4 323.1
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Procedure Turn NA	WEWWO	3000	BODLE	163° trk	TUVUJ	209° trk	NAPTO Δ
GS 3.00° TCH 54	2000	069°	TULLI	*1.4 NM to RW07R	RW07R	*LNAV only	
		1600	VGSI and RNAV glidepath not coincident.				
		6 NM	3 NM	1.4 NM			
CATEGORY	A	B	C	D			
LPV DA		380/24	250 (300-½)				
LNAV/VNAV DA		660/60	530 (600-1¼)				
LNAV MDA	640/24	510 (500-½)	640/50	510 (500-1)			
CIRCLING		740-1¼	588 (600-1¼)	800-2	648 (700-2)		



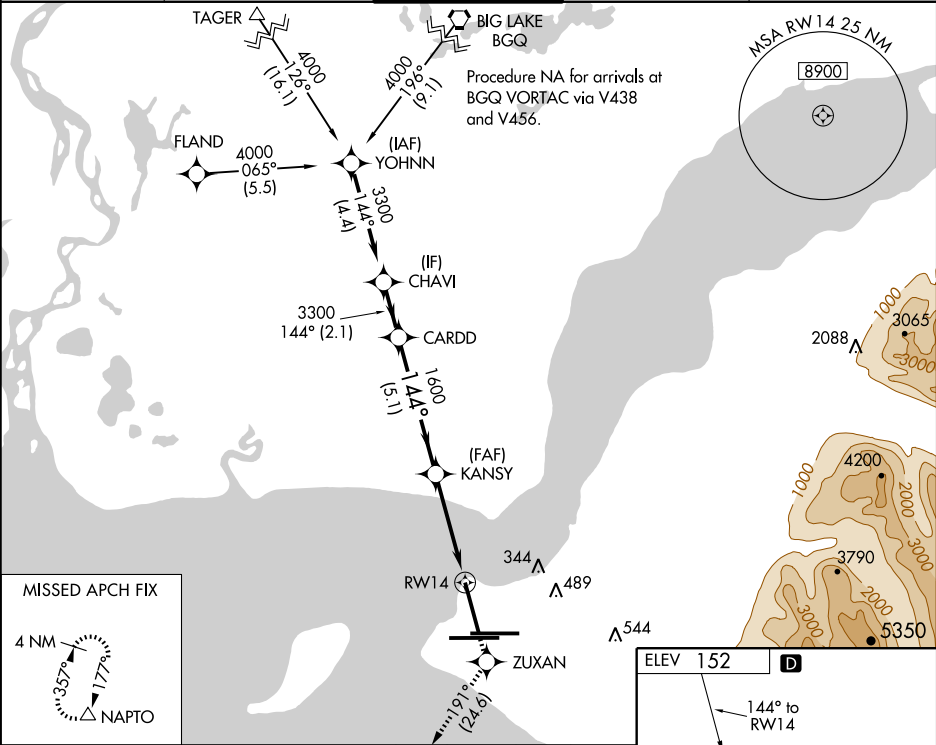
RNAV (GPS) RWY 14

WAAS CH 90115 W14A	APP CRS 144°	Rwy Idg TDZE Apt Elev	10492 151 152
--	------------------------	-----------------------------	--

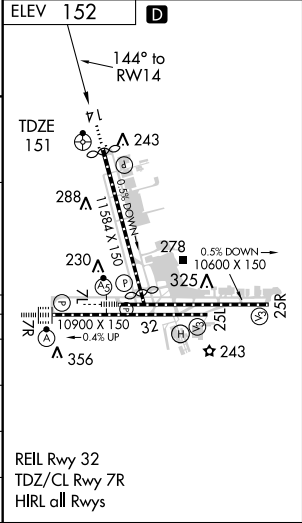
ANCHORAGE/TED STEVENS ANCHORAGE INTL (ANC) (PANC)

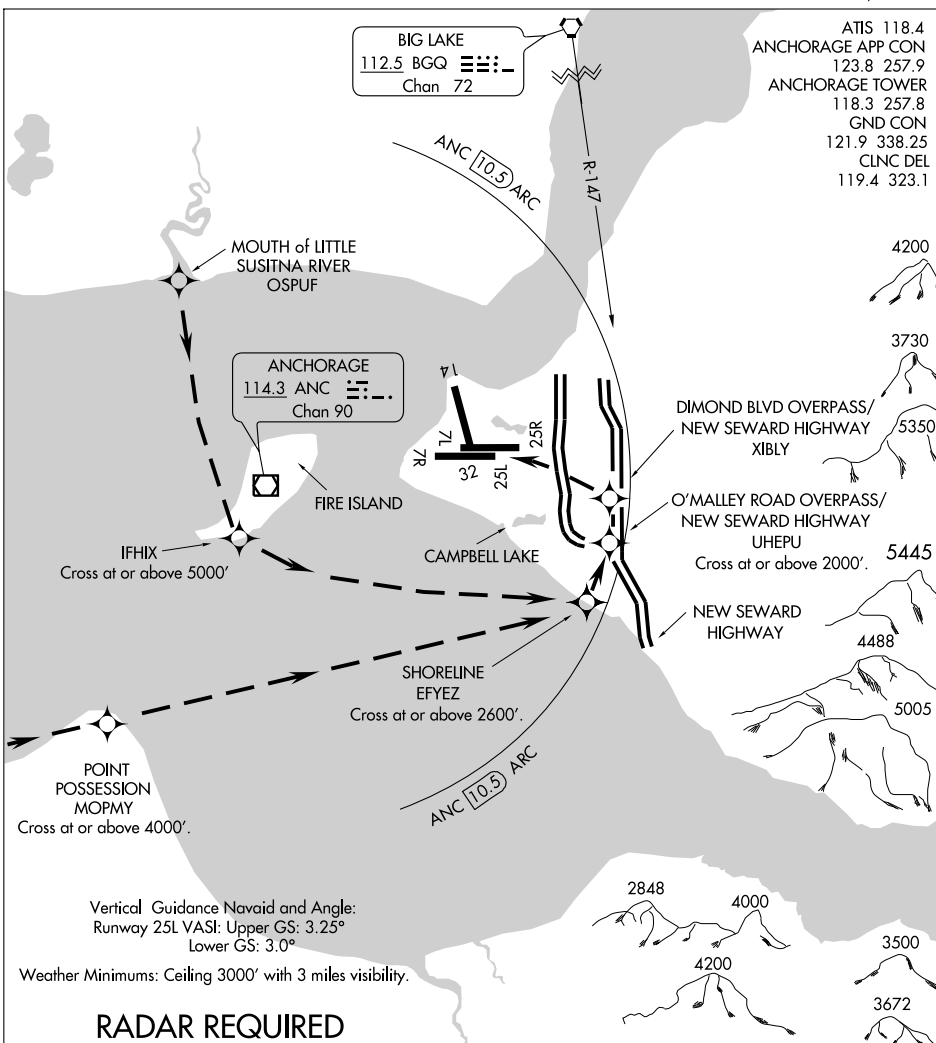
▼ DME/DME RNP-0.3 NA. Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 54°C (130°F).	ODALS 	MISSED APPROACH: Climb to 2500 direct ZUXAN and via 191° track to NAPTO and hold.
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ATIS 118.4	ANCHORAGE APP CON 118.6 290.5	ANCHORAGE TOWER 118.3 257.8	GND CON 121.9 338.25	CLNC DEL 119.4 323.1
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CHAVI	CARD	VGSi and RNAV glidepath not coincident.		
3300	144°	3300	144°	1600
GS 3.20° TCH 58	Procedure Turn NA			
	2.1 NM	5.1 NM	3.3 NM	0.8
CATEGORY	A	B	C	D
LPV DA	410/40	259 (300-¾)	410/50 259 (300-1)	NA
LNAV/ VNAV DA		500/50 349 (400-1)		500/60 349 (400-1¼)
LNAV MDA		500/50 349 (400-1)		500/60 349 (400-1¼)
CIRCLING	740-1	588 (600-1)	740-1½ 588 (600-1½)	800-2 648 (700-2)



**SEWARD VISUAL RWY 25L****PROCEDURE NOT AUTHORIZED AT NIGHT**

TAGER FIVE ARRIVAL

ST-1500 (FAA)

ANCHORAGE, ALASKA

ANCHORAGE APP CON

118.6 290.5

ANCHORAGE ATIS

118.4

ELMENDORF AFB ATIS *

124.3 273.5

MERRILL FIELD ATIS

124.25

GALENA
114.8 GAL
Chan 95
N64°44.29'-W156°46.63'
L-3-4, H-1-2

NENANA
115.8 ENN
Chan 105
N64°35.40'-W149°04.37'
L-3-4, H-1-2

TALKEETNA
116.2 TKA
Chan 109
N62°17.92'-W150°06.34'
L-3-4, H-1-2

AKMAX
N62°12.46'
W151°55.76'

MIGAN
N62°12.44'
W153°13.32'
L-3

MC GRATH
115.5 MCG
Chan 102
N62°57.06'-W155°36.68'
L-3, H-1-2

PAMPR
N61°50.93'
W151°19.62'

TAGER
N61°40.38'
W150°27.62'
15000 250K
10000

ANCHORAGE
114.3 ANC
Chan 90
N61°09.05'-W150°12.39'

BIG LAKE
112.5 BGQ
Chan 72

ELMENDORF AFB

MERRILL FIELD

TED STEVENS
ANCHORAGE INTL

NOTE: DME required.

NOTE: Chart not to scale.

GALENA TRANSITION (GAL.TAGER5): From over GAL VORTAC via GAL R-114 and ANC R-298 to AKMAX then via ANC R-298 to PAMPR INT, then via BGQ R-269 to TAGER INT. Thence

MC GRATH TRANSITION (MCG.TAGER5): From over MCG VORTAC via MCG R-104 and BGQ R-269 to TAGER INT. Thence

MIGAN TRANSITION (MIGAN.TAGER5): From over MIGAN via BGQ R-269 to TAGER INT. Thence


NENANA TRANSITION (ENN.TAGER5): From over ENN VORTAC via ENN R-165 and TKA R-345 to TKA VOR/DME and TKA R-169 to TAGER INT. Thence

TALKEETNA TRANSITION (TKA.TAGER5): From over TKA VOR/DME via TKA R-169 to TAGER INT. Thence


. . . . From over TAGER INT via ANC R-322 to ANC VOR/DME, maintain ATC assigned altitude. Expect vector to final approach course after TAGER INT.


ATIS 118.4
CLNC DEL 119.4 323.1
GND CON 121.9 338.25
ANCHORAGE TOWER
118.3 257.8
ANCHORAGE DEP CON
126.4


TAKE-OFF MINIMUMS:
Rwys 7L, 7R, 14, 25L, 25R: NA- ATC
Rwy 32: Standard


BIG LAKE
112.5 BGQ 
Chan 72
N61°34.17' - W149°58.03'
L-1-3-4, H-1-2

NOTE: RADAR REQUIRED
NOTE: Category A and B aircraft
weighing 17,500 lbs or less only.

ANCHORAGE
114.3 ANC 
Chan 90
N61°09.05' -W150°12.39'
L-1-3-4, H-1-2

KENAI
117.6 ENA 
Chan 123
N60°36.88' -W151°11.71'
L-1-3-4, H-1-2

HOMER
114.6 HOM 
Chan 93
N59°42.57' -W151°27.40'
L-1-2-3-4, H-1-2

JOHNSTONE POINT
116.7 JOH 
Chan 114
N60°28.86' -W146°35.96'
L-1-3-4, H-1

NOTE:
Rwy 32, Multiple trees and bush beginning 390' from departure
end of runway, 311' right of centerline, up to 68' AGL/217' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 32: Climb heading 324° to 600', then climbing right turn to 2000 via heading 170°. After crossing ANC VOR/DME R-060, climb to FL200 or assigned altitude via heading 200°. Expect radar vectors to assigned route. Expect further clearance to filed altitude within 10 minutes after departure.

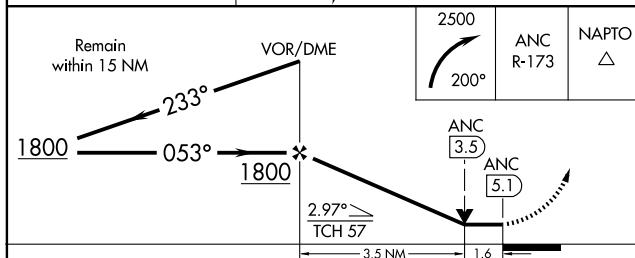
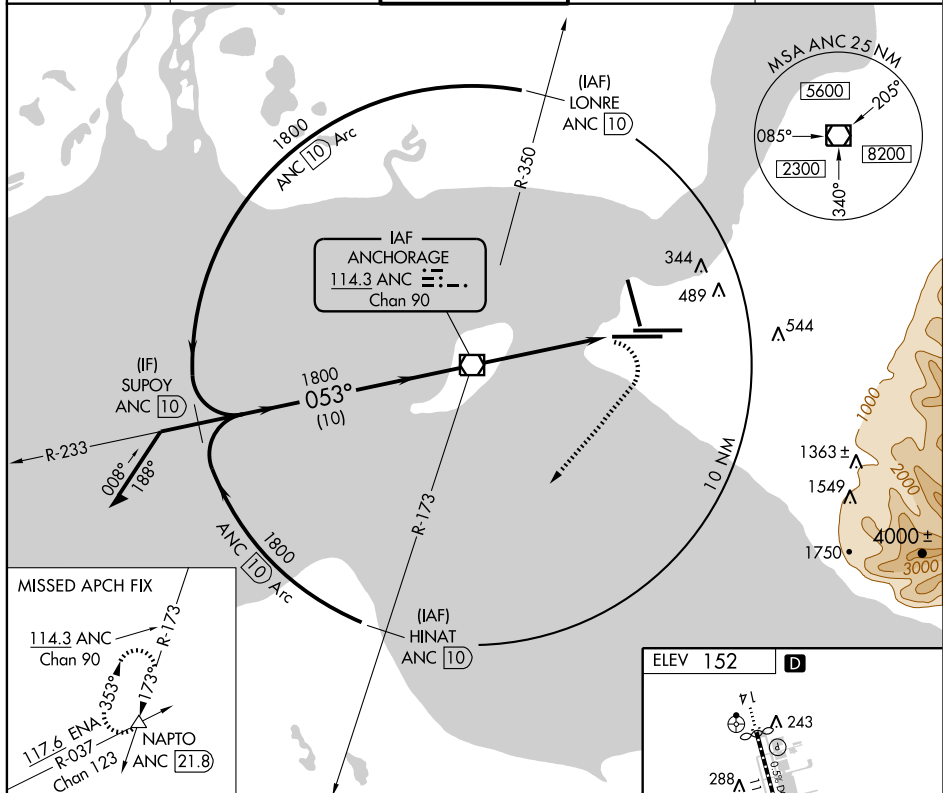
VOR/DME ANC	APP CRS	Rwy Idg	10900
114.3	053°	TDZE	130
Chan 90		Apt Elev	152

VOR RWY 7R

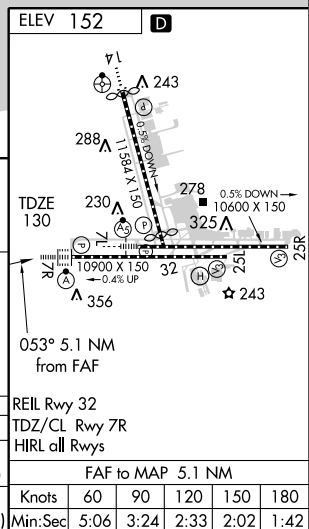
ANCHORAGE/ TED STEVENS ANCHORAGE INTL (ANC) (PANC)

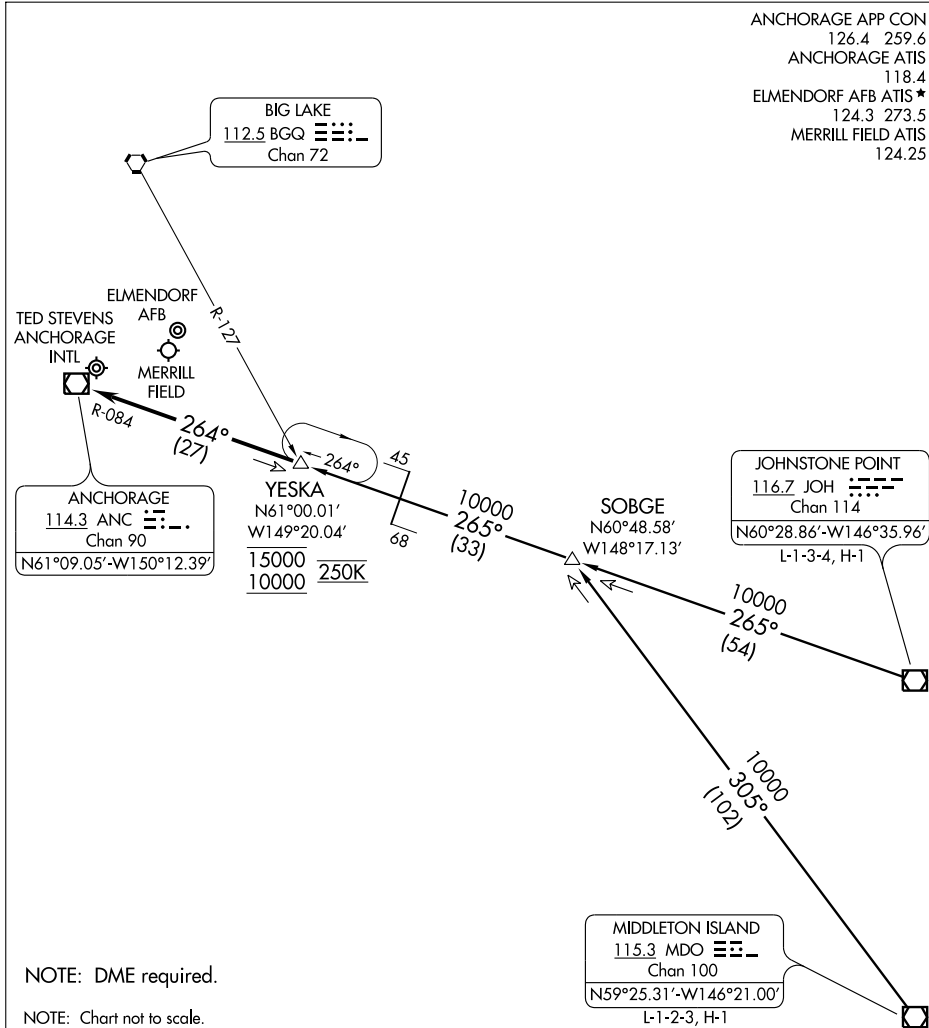
<p>▲ For inoperative ALSF, increase S-7R Cat E visibility to 2.</p>	<p>ALSF-2</p>	<p>MISSED APPROACH: Climbing right turn to 2500 via heading 200° and ANC R-173 to NAPTO INT/ANC 21.8 DME and hold.</p>
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ATIS 118.4	ANCHORAGE APP CON 118.6 290.5	ANCHORAGE TOWER 118.3 257.8	GND CON 121.9 338.25	CLNC DEL 119.4 323.1
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CATEGORY	A	B	C	D	E
S-7R	700/24 570 (600-1/2)		700/50 570 (600-1)	700/60 570 (600-1 1/4)	700-1 1/2 570 (600-1 1/2)
CIRCLING	740-1 588 (600-1)		740-1 1/2 588 (600-1 1/2)	800-2 648 (700-2)	920-2 3/4 768 (800-2 3/4)





JOHNSTONE POINT TRANSITION (JOH.YESKA3): From over JOH VOR/DME via JOH R-265 to SOBGE. Then via JOH R-265 and ANC R-084 to YESKA. Thence....

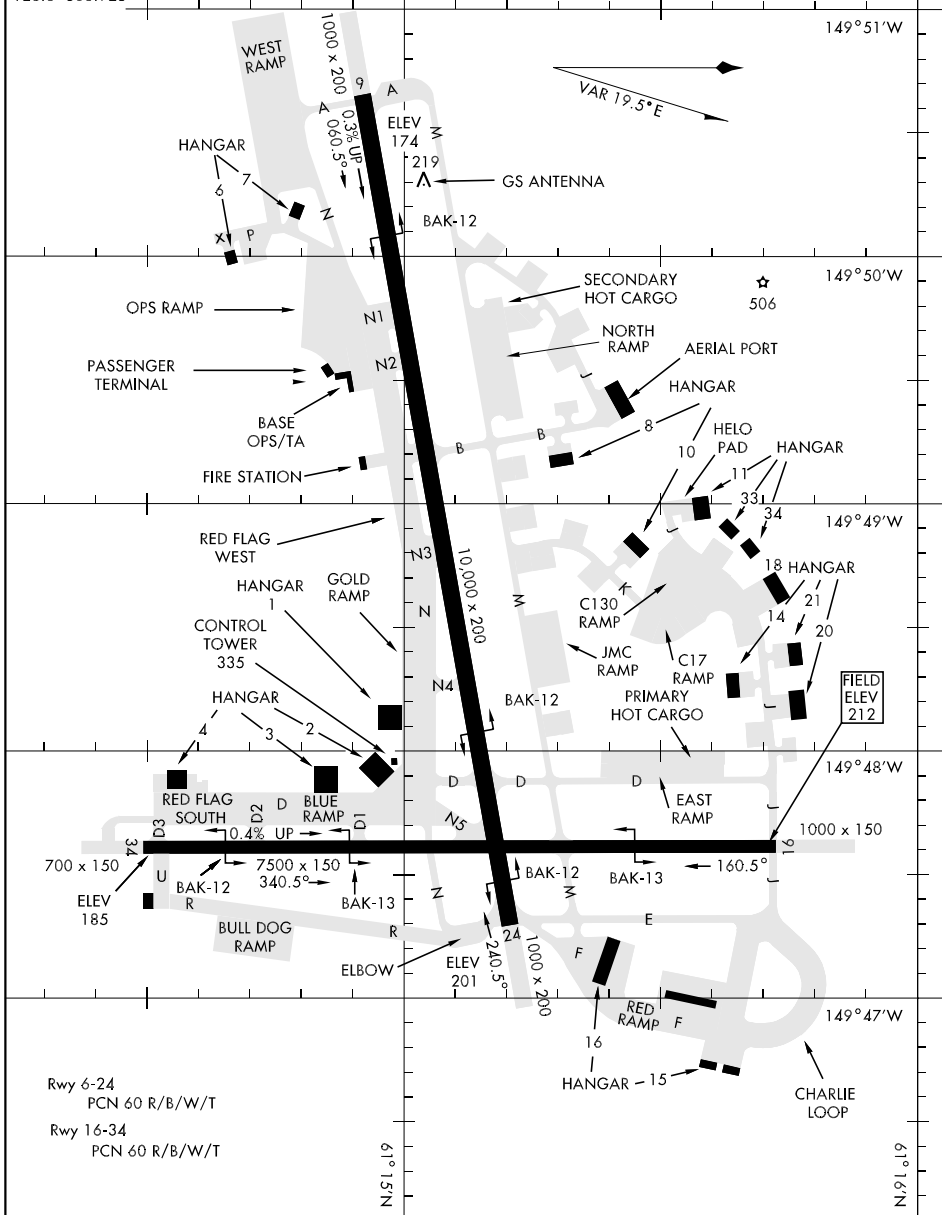
MIDDLETON ISLAND (MDO.YESKA3): From over MDO VOR/DME via MDO R-305 to SOBGE. Then via JOH R-265 and ANC R-084 to YESKA. Thence....

.... From over YESKA INT, thence via ANC R-084 to ANC VOR/DME. Expect Radar vectors to final approach course after YESKA INT.

ATIS ★ 124.3 273.5
 ELMENDORF TOWER
 127.2 352.05
 GND CON
 121.8 275.8
 CLNC DEL
 128.8 306.925

MARCH 2009
 ANNUAL RATE OF CHANGE
 0.3°W

AK 22 OCT 2009 to 17 DEC 2009



AMOTT SIX ARRIVAL

ST-1500 (FAA)

ANCHORAGE, ALASKA

ANCHORAGE APP COM

123.8 257.9

ANCHORAGE ATIS

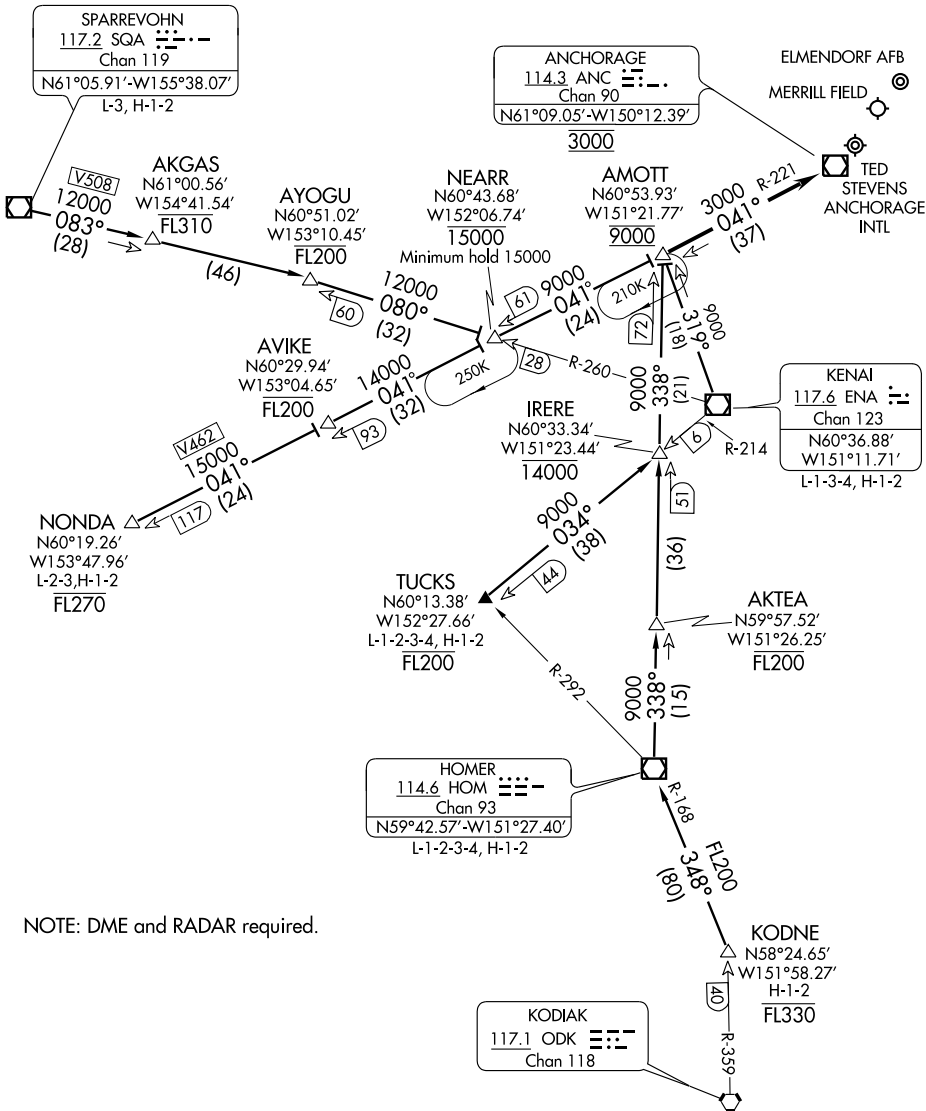
118.4

ELMENDORF AFB ATIS *

124.3 273.5

MERRILL FIELD ATIS

124.25



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

HOMER TRANSITION (HOM.AMOTT6): From over HOM VOR/DME via HOM R-338 to AMOTT INT. Thence....

KENAI TRANSITION (ENA.AMOTT6): From over ENA VOR/DME via ENA R-319 to AMOTT INT. Thence....

KODNE TRANSITION (KODNE.AMOTT6): From over KODNE INT via HOM R-168 to HOM VOR/DME, then via HOM R-338 to AMOTT INT. Thence....

NONDA TRANSITION (NONDA.AMOTT6): From over NONDA INT via ANC R-221 to AMOTT INT. Thence....

SPARREVOHN TRANSITION (SQA.AMOTT6): From over SQA VOR/DME via SQA R-083 and ENA R-260 to AYOGU INT, then via ENA R-260 to NEARR INT, then via ANC R-221 to AMOTT INT. Thence....

TUCKS TRANSITION (TUCKS.AMOTT6): From over TUCKS INT via ENA R-214 and HOM R-338 to AMOTT INT. Thence....

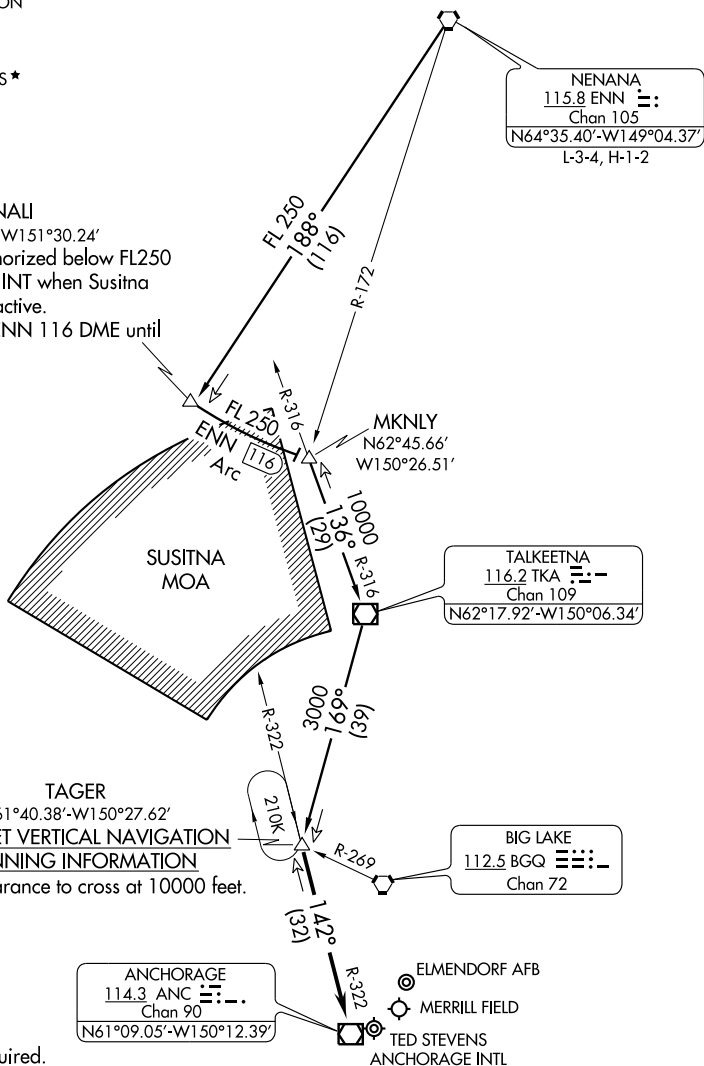
....From over AMOTT INT via ANC R-221 to ANC VOR/DME (MEA 3000). Expect radar vectors to final approach course after passing AMOTT INT.

ANCHORAGE APP CON
119.1 290.5
ANCHORAGE ATIS
118.4
ELMENDORF AFB ATIS ★
124.3 273.5
MERRILL FIELD ATIS
124.25

DNALI

N62°59.42'-W151°30.24'

Descent not authorized below FL250
prior to MKNLY INT when Susitna
MOA/ATCAA active.
Do not exceed ENN 116 DME until
MKNLY INT.



NOTE: DME required.

NOTE: Chart not to scale.

NENANA TRANSITION (ENN.DNALI1): From over the ENN VORTAC via ENN R-188 to DNALI DME Fix and east via ENN 116 DME Arc to MKNLY INT. Then via TKA R-316 to TKA VOR/DME and TKA R-169 to TAGER INT. Thence

....From over TAGER INT via ANC R-322 to ANC VOR/DME. Expect vectors to final approach course after TAGER INT.

ARRIVAL DESCRIPTION

BEVAN TRANSITION (BEVAN.DESKA4): From over BEVAN via heading 174° to GUSTR, then via heading 104° to DAWNE. Then via EDF R-264 to BRODE. Thence. . .

CRUZR TRANSITION (CRUZR.DESKA4): From over CRUZR via heading 216° to LAINN and heading 140° to BRODE. Thence

MEMRY TRANSITION (MEMRY.DESKA4): From over MEMRY via heading 140° to BRODE, then via R-264 to GRUUB. Thence

SPAIR TRANSITION (SPAIR.DESKA4): From over SPAIR via heading 037° to DAWNE and via EDF R-264 to BRODE. Thence

STOON TRANSITION (STOON.DESKA4): From over STOON via EDF R-264 to BRODE. Thence

.... From over BRODE via EDF R-264 to GRUUB then via heading 104° to RNICH then via heading 104° to GRANL. Expect IFR or VFR recovery clearance at GRUUB.

LOST COMMUNICATIONS: From over BRODE

.... If practicable, proceed to EDF VFR via EDF R-264 to EDF 10 DME, then direct Pt. No-Name Visual Check Point. Then proceed to RWY 6 or one mile initial to Rwy 24. Rock wings on initial.

.... If IMC, proceed via EDF R-264 to GRUUB, then via heading 104° to GRANL, then execute ILS Y or TACAN RWY 6 approach to full stop.

EEEEGL TWO DEPARTURE

SHL-1196 [USAF]

ANCHORAGE, ALASKA

ATIS ★ 124.3 273.5
CLNC DEL
128.8 306.925
GND CON
121.8 275.8
ELMENDORF TOWER
127.2 352.05
ANCHORAGE
DEP CON
118.6 290.5
GERDE
N61° 53.90'
W153° 23.79'

SPAIR
N60° 37.16'
W154° 19.90'

HOJOE
N62° 21.38'
W147° 11.51'
AHURI
N62° 15.82'
W146° 04.39'

WARNING: Mountainous terrain EAST of ELMENDORF AFB.

Aprx dist fr tkof area Rwy 34 to FIETR

Aprx dist fr tkof area Rwy 24 to FIETR

Aprx dist fr tkof area Rwy 06 to FIETR

Rwy 6-34 departures not authorized if R-2203 active.

Rwy	Knots	60	120	180	240	300	360
† 6	⊙ V/V(fpm)	610	1210	1810	2410	3010	3610
† 24	⊙ V/V(fpm)	590	1170	1750	2330	2910	3490
† 34	⊙ V/V(fpm)	680	1360	2040	2720	3390	4070
* 34	⊙ V/V(fpm)	650	1300	1950	2600	3250	3900

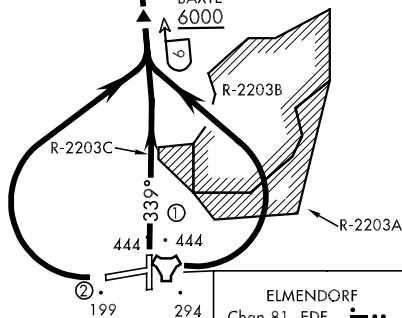
* Minimum † ATC Climb Rate

⊙ to 13,000

⊙ to 700

① Numerous trees to 444' MSL within 7300' of DER and 1850' left and right of centerline.

② 210' terrain 930' from DER, 730' right of centerline and 281' MSL (21' AGL) trees 4100' from DER, 1230' right of centerline.



Rwy 34 cross DER at least 35' AGL/247' MSL

Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6: Turn left to intercept EDF R-334 outbound. Cross EDF R-334/9 DME (BAXTE) at or above 6000, cross EDF R-334/15 DME (FIETR) at or above 10,000, cross EDF R-334/20 DME (EEEEGL) at or above 13,000. Upon leaving 13,000, proceed on course. Maintain FL200 or ATC assigned altitude.

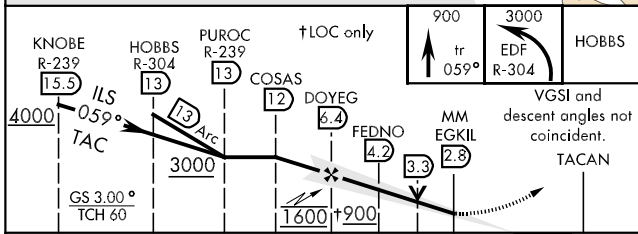
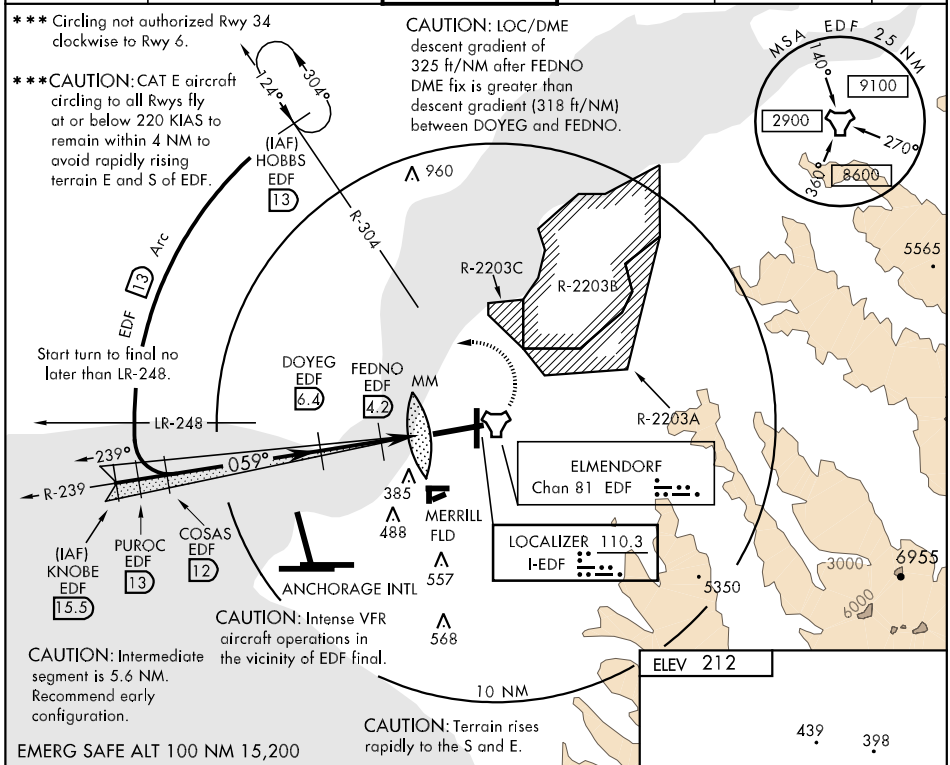
TAKE-OFF RUNWAY 24: Turn right to intercept EDF R-334 outbound. Cross EDF R-334/9 DME (BAXTE) at or above 6000, cross EDF R-334/15 DME (FIETR) at or above 10,000, cross EDF R-334/20 DME (EEEEGL) at or above 13,000. Upon leaving 13,000, proceed on course; maintain FL200 or ATC assigned altitude.

TAKE-OFF RUNWAY 34: Track heading 339° to intercept EDF R-334 outbound. Cross EDF R-334/9 DME (BAXTE) at or above 6000, cross EDF R-334/15 DME (FIETR) at or above 10,000, cross EDF R-334/20 DME (EEEEGL) at or above 13,000. Upon leaving 13,000, proceed on course; maintain FL200 or ATC assigned altitude.

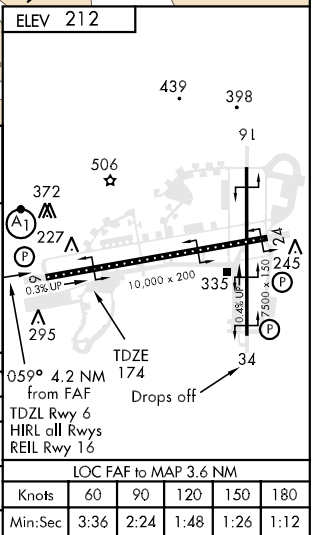
LOCALIZER 110.3	APCH CRS 059°	Rwy ldg 10,000 TDZE 174 Arprt Elev 212	AL-1196 [USAF]	ELMENDORF AFB (PAED)
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<p>*** When ALS inop, increase RVR to 40 and vis to ¾ mile all CATS.</p> <p>*** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.</p>	<p>ALSF-1</p> <p></p>	<p>MISSED APPROACH: Climb to 900 tracking 059°, then climbing left turn to 3000 via the EDF R-304 to HOBBS and hold.</p>
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ATIS ★ 124.3 273.5	ANCHORAGE APP CON North 118.6 290.5 South 123.8 259.3	ELMENDORF TOWER 127.2 352.05	GND CON 121.8 275.8	CLNC DEL 128.8 306.925	PAR
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CATEGORY	A	B	C	D	E
S-ILS 6 *	374/18 200 (200-½)		374/24 200		(200-½)
S-LOC 6 **	600/24 426(400-½)		600/40 426(400-¾)		600/50 426(400-1)
CIRCLING ***	820-1 608 (700-1)		820-1¾ 608(700-1¾)	820-2 608(700-2)	880-3 668(700-3)
S-PAR 6	374/18 200 (200-½)		374/24 200 (200-½)		GS 3.0°



LOCALIZER 110.3	APCH CRS 059°	Rwy ldg 10,000 TDZE 174 Arpt Elev 212	AL-1196 [USAF]	ELMENDORF AFB (PAED)
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▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile all CATS. ** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.	ALSF-1 	MISSED APPROACH: Climb to 900 on track 059°, then turn left climbing to 3000 and intercept the BGQ R-132 to BGQ and hold.
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ATIS ★ 124.3 273.5	ANCHORAGE APP CON North 118.6 290.5 South 123.8 259.3	ELMENDORF TOWER 127.2 352.05	GND CON 121.8 275.8	CLNC DEL 128.8 306.925	PAR
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*** Circling not authorized RWY 34

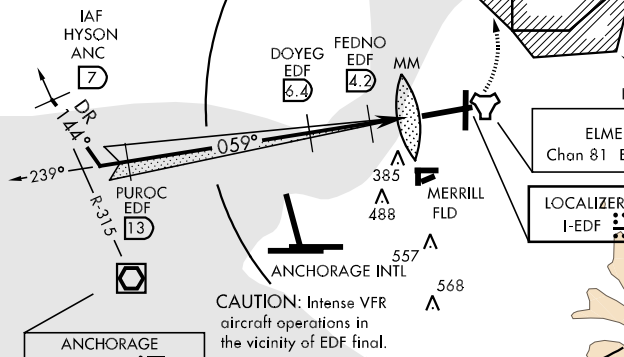
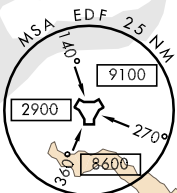
clockwise to RWY 6.

EDF DME available on 113.4

CAUTION: LOC/DME descent gradient of 325 ft/NM after FEDNO DME fix is greater than descent gradient (318 ft/NM) between DOYEG and FEDNO.

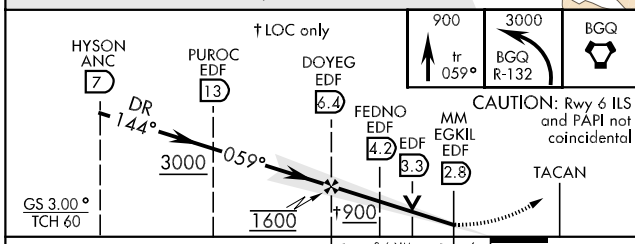
VOR holding only

BIG LAKE
112.5 BGQ
Chan 72

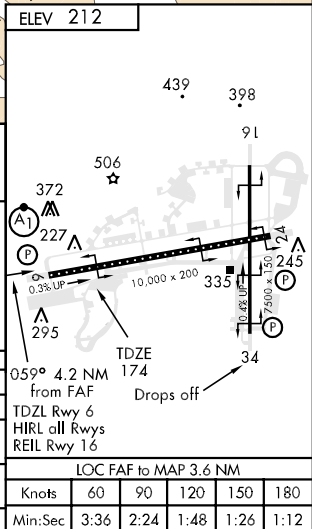


EMERG SAFE ALT 100 NM 15,200

CAUTION: Terrain rises rapidly to the S and E.



CATEGORY	A	B	C	D	E
S-ILS 6 *	374/18 200 (200-½)	374/24 200 (200-½)	374/24 200 (200-½)	374/24 200 (200-½)	374/24 200 (200-½)
S-LOC 6 **	600/24 426(400-½)	600/40 426(400-¾)	600/50 426(400-1)	600/50 426(400-1)	600/50 426(400-1)
CIRCLING***	820-1 608 (700-1)	820-1 608 (700-1)	820-2 608(700-1¾)	820-2 608(700-2)	N/A
S-PAR 6	374/18 200 (200-½)	374/24 200 (200-½)	374/24 200 (200-½)	374/24 200 (200-½)	GS 3.0°



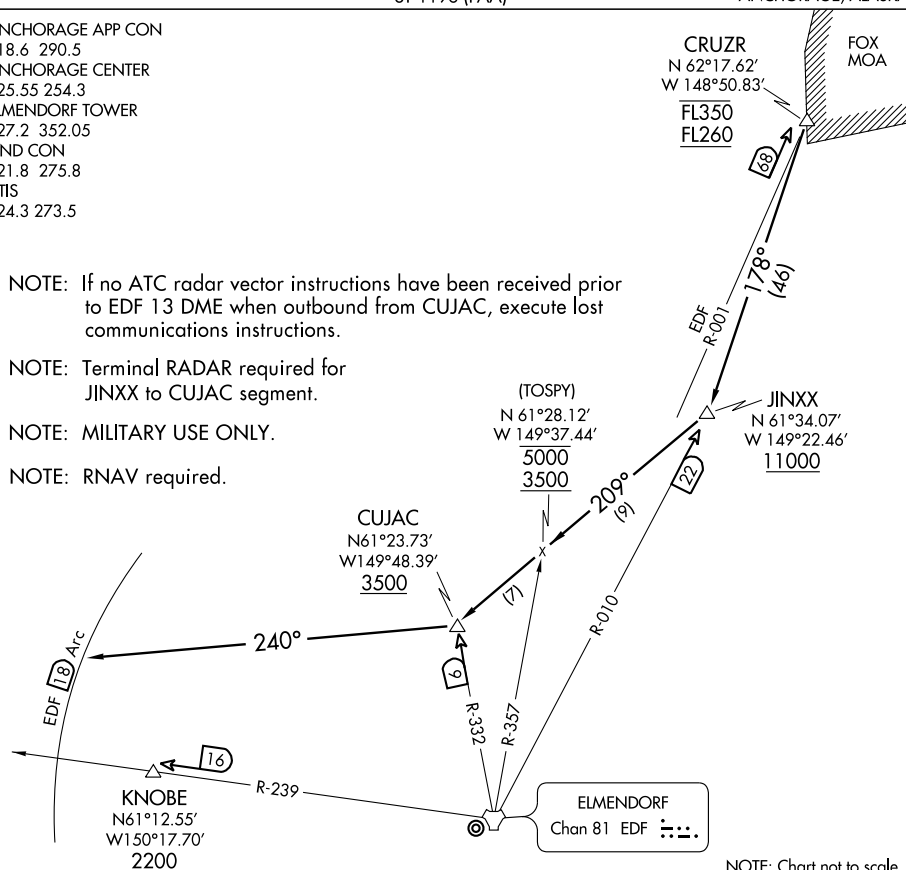
ANCHORAGE APP CON
118.6 290.5
ANCHORAGE CENTER
125.55 254.3
ELMENDORF TOWER
127.2 352.05
GND CON
121.8 275.8
ATIS
124.3 273.5

NOTE: If no ATC radar vector instructions have been received prior to EDF 13 DME when outbound from CUJAC, execute lost communications instructions.

NOTE: Terminal RADAR required for JINXX to CUJAC segment.

NOTE: MILITARY USE ONLY.

NOTE: RNAV required.



NOTE: Chart not to scale

ARRIVAL DESCRIPTION

CRUZR TRANSITION (CRUZR.MATSU5): From over CRUZR via heading 178° to JINXX, then heading 209° to CUJAC, depart CUJAC heading 240°. Thence

... Expect vectors within EDF 18 DME to ILS Y or TACAN Rwy 6 approach.

LOST COMMUNICATIONS:

If practicable, proceed to EDF VFR via CUJAC direct Point No-Name Visual Check Point. Then proceed to Rwy 6 or one mile initial to Rwy 24. Rock wings on initial. If unable to proceed to EDF VFR, descend via the MATSU arrival to CUJAC. Cross CUJAC at or above 3500. Fly heading 240° and join the EDF 18 DME Arc west of EDF. Arc south and join the EDF R-239 to KNOBE. Cross KNOBE at or above 2200 and execute ILS Y or TACAN Rwy 6 approach to ELMENDORF AFB.

TACAN EDF Chan 81	APCH CRS 059°	Rwy ldg 10,000 TDZE 174 Arpt Elev 212
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AL-1196 [USAF]

ELMENDORF AFB (PAED)

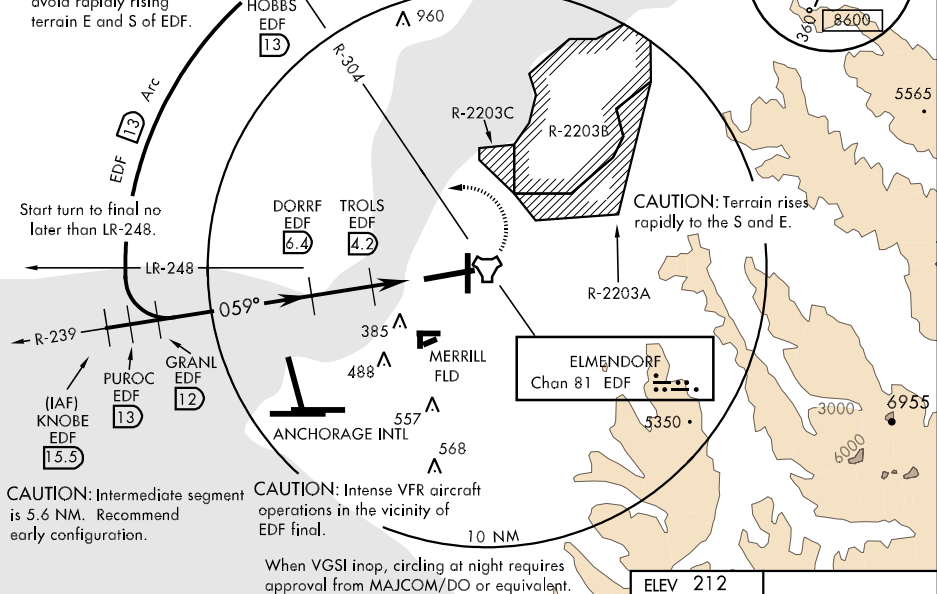
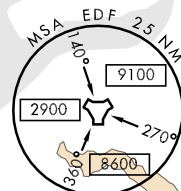
<p>▼ *When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.</p>	<p>ALSF-1 A1</p>	<p>MISSED APPROACH: Climbing left turn to 3000 via EDF R-304 to HOBBS and hold. Climb in holding authorized.</p>
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<p>ATIS ★ 124.3 273.5</p>	<p>ANCHORAGE APP CON North 118.6 290.5 South 123.8 259.3</p>	<p>ELMENDORF TOWER 127.2 352.05</p>	<p>GND CON 121.8 275.8</p>	<p>CINC DEL 128.8 306.925</p>	<p>PAR</p>
--------------------------------------	--	--	---------------------------------------	--	------------

** Circling not authorized Rwy 34 clockwise to Rwy 6.

**CAUTION: CAT E aircraft circling to all Rwys fly at or below 220 KIAS to remain within 4 NM to avoid rapidly rising terrain E and S of EDF.

CAUTION: Descent gradient of 325 ft/NM after TROLS DME fix is greater than descent gradient (318 ft/NM) between DORRF and TROLS.



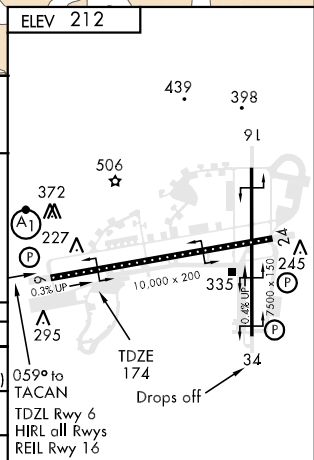
CAUTION: Intermediate segment is 5.6 NM. Recommend early configuration.

CAUTION: Intense VFR aircraft operations in the vicinity of EDF final.

When VGSI inop, circling at night requires approval from MAJCOM/DO or equivalent.

EMERG SAFE ALT 100 NM 15,200

KNOBE R-239 15.5	HOBBS R-304 13	PURC R-239 13	GRANL R-239 12	DORRF 6.4	TROLS 4.2	CCOLE 2.8	TACAN
4000	3000	3000	1600	900	3.6 NM	.6	
059°	3.06°	TCH 79					
CATEGORY	A	B	C	D	E		
S-6 *	640/24	466 (500-½)	640/40 466 (500-¾)	640/50 466 (500-1)	640/60 466 (500-1¼)		
CIRCLING **	820-1	608 (700-1)	820-1¼ 608 (700-1¾)	820-2 608 (700-2)	880-3 668 (700-3)		
S-PAR 6	374/18	200 (200-½)	374/24	200 (200-½)	GS 3.0°		



TACAN EDF Chan 81	APCH CRS 130°	Rwy Idg TDZE Arpt Elev 7500 212 212
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AL-1196 [USAF]

ELMENDORF AFB (PAED)

▼ * Circling not authorized RWY 34 clockwise to RWY 6.

† MISSED APPROACH: Climbing left turn to 6000 direct EDF TACAN R-310/19 DME (LUBEE) and hold. Climb in hold authorized.

ATIS ★ 124.3 273.5	ANCHORAGE APP CON North 118.6 290.5 South 123.8 259.3	ELMENDORF TOWER 127.2 352.05	GND CON 121.8 275.8	CLNC DEL 128.8 306.925	PAR
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† CAUTION: Missed Approach
Minimum Climb Rate to 4200

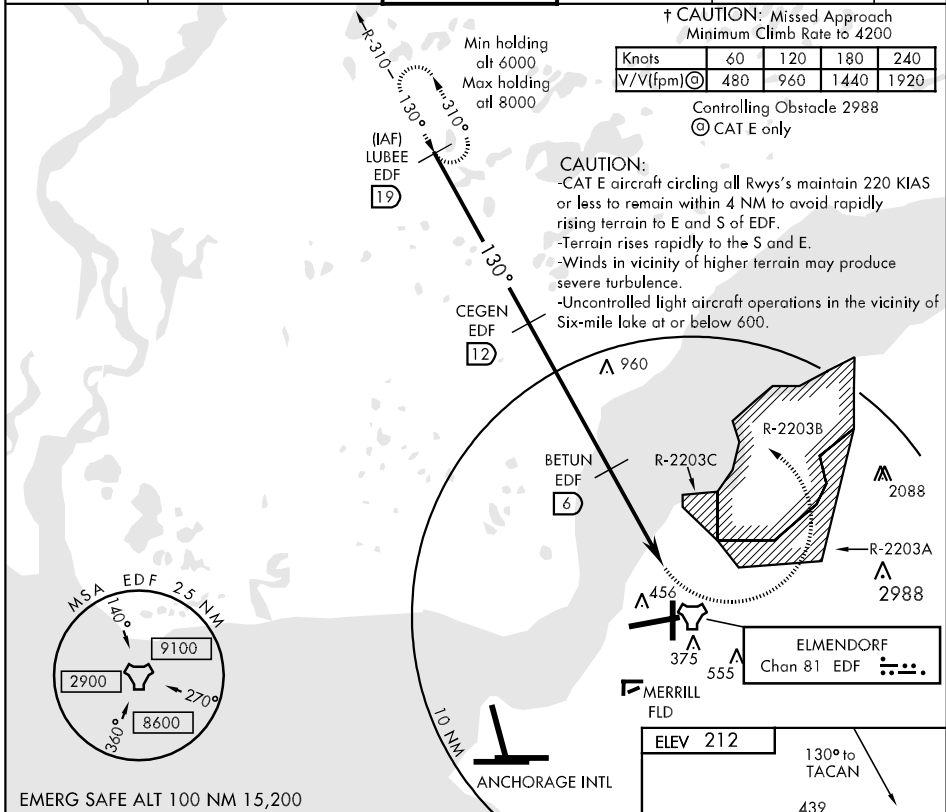
Knots	60	120	180	240
V/V(fpm)⊙	480	960	1440	1920

Controlling Obstacle 2988

⊙ CAT E only

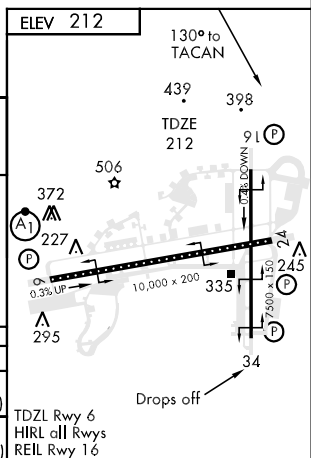
CAUTION:

- CAT E aircraft circling all Rwy's maintain 220 KIAS or less to remain within 4 NM to avoid rapidly rising terrain to E and S of EDF.
- Terrain rises rapidly to the S and E.
- Winds in vicinity of higher terrain may produce severe turbulence.
- Uncontrolled light aircraft operations in the vicinity of Six-mile lake at or below 600.



EMERG SAFE ALT 100 NM 15,200

LUBEE R-310 19					
CEGEN 12					
BETUN 6					
ALNOK 2					
TCH 66					
4 NM					
1.3 NM					
CATEGORY	A	B	C	D	E
S-16	940-1¾	728 (800-1¾)	940-2	940-2¼	940-2½
CIRCLING *	940-1¾	728 (800-1¾)	940-2	940-2¼	1340-3
			728 (800-2)	728 (800-2¼)	1128 (1200-3)



TAGER FIVE ARRIVAL

ST-1500 (FAA)

ANCHORAGE, ALASKA

ANCHORAGE APP CON

118.6 290.5

ANCHORAGE ATIS

118.4

ELMENDORF AFB ATIS *

124.3 273.5

MERRILL FIELD ATIS

124.25

GALENA
114.8 GAL
Chan 95
N64°44.29'-W156°46.63'
L-3-4, H-1-2

NENANA
115.8 ENN
Chan 105
N64°35.40'-W149°04.37'
L-3-4, H-1-2

TALKEETNA
116.2 TKA
Chan 109
N62°17.92'-W150°06.34'
L-3-4, H-1-2

AKMAX
N62°12.46'
W151°55.76'

MIGAN
N62°12.44'
W153°13.32'
L-3

MC GRATH
115.5 MCG
Chan 102
N62°57.06'-W155°36.68'
L-3, H-1-2

PAMPR
N61°50.93'
W151°19.62'

TAGER
N61°40.38'
W150°27.62'
15000 250K
10000

ANCHORAGE
114.3 ANC
Chan 90
N61°09.05'-W150°12.39'

BIG LAKE
112.5 BGQ
Chan 72

ELMENDORF AFB

MERRILL FIELD

TED STEVENS
ANCHORAGE INTL

NOTE: DME required.

NOTE: Chart not to scale.

GALENA TRANSITION (GAL.TAGER5): From over GAL VORTAC via GAL R-114 and ANC R-298 to AKMAX then via ANC R-298 to PAMPR INT, then via BGQ R-269 to TAGER INT. Thence

MC GRATH TRANSITION (MCG.TAGER5): From over MCG VORTAC via MCG R-104 and BGQ R-269 to TAGER INT. Thence

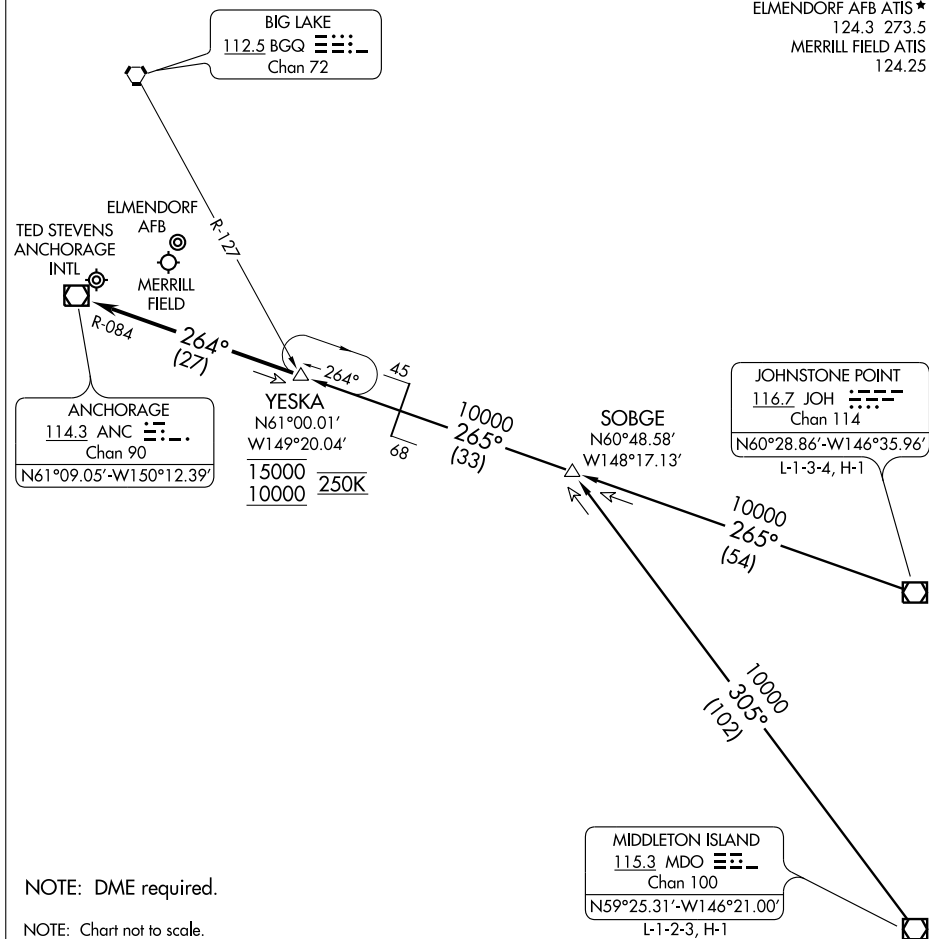
MIGAN TRANSITION (MIGAN.TAGER5): From over MIGAN via BGQ R-269 to TAGER INT. Thence

NENANA TRANSITION (ENN.TAGER5): From over ENN VORTAC via ENN R-165 and TKA R-345 to TKA VOR/DME and TKA R-169 to TAGER INT. Thence

TALKEETNA TRANSITION (TKA.TAGER5): From over TKA VOR/DME via TKA R-169 to TAGER INT. Thence

. . . . From over TAGER INT via ANC R-322 to ANC VOR/DME, maintain ATC assigned altitude. Expect vector to final approach course after TAGER INT.

ANCHORAGE APP CON
126.4 259.6
ANCHORAGE ATIS
118.4
ELMENDORF AFB ATIS★
124.3 273.5
MERRILL FIELD ATIS
124.25

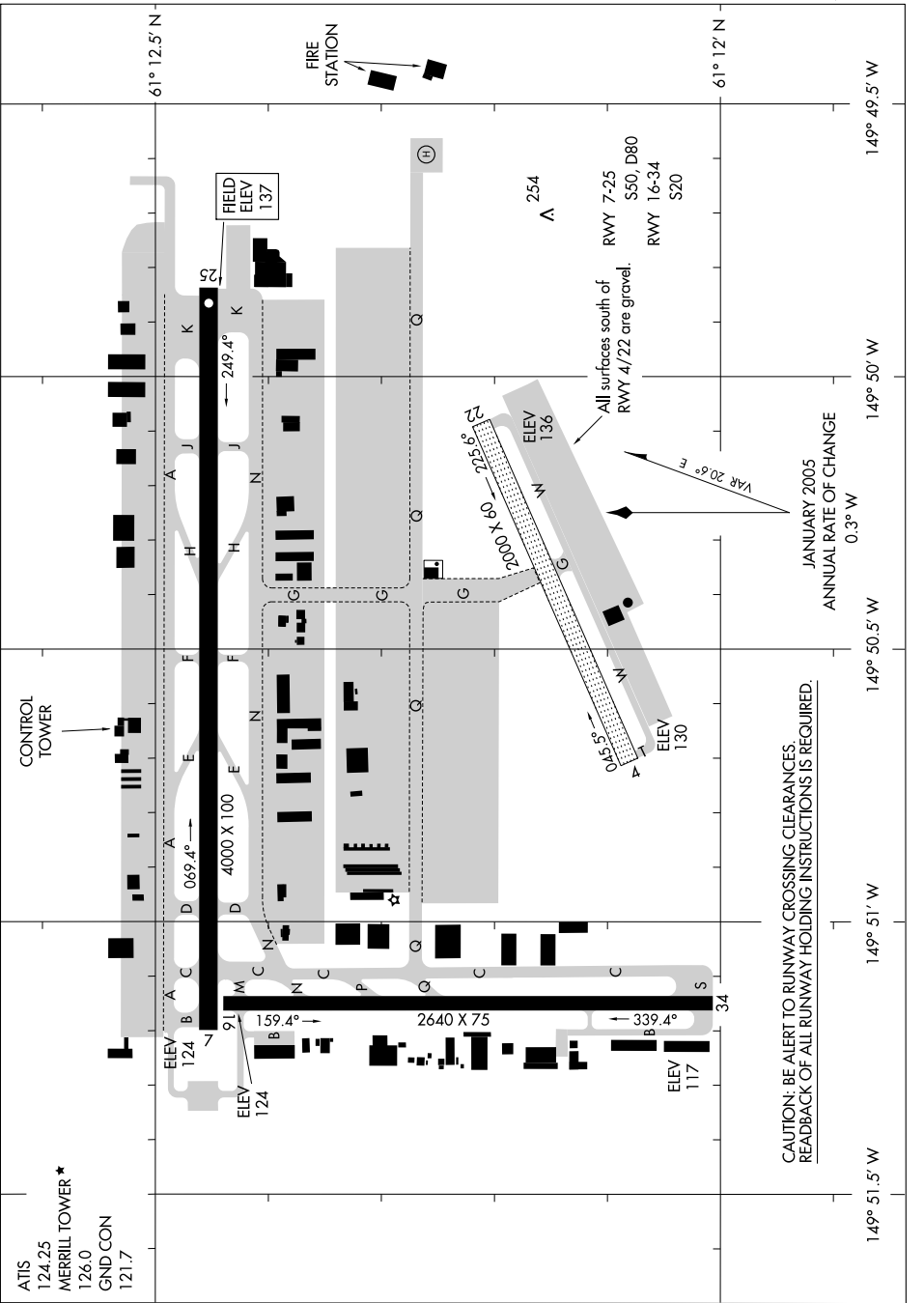


JOHNSTONE POINT TRANSITION (JOH.YESKA3): From over JOH VOR/DME via JOH R-265 to SOBGE. Then via JOH R-265 and ANC R-084 to YESKA.

Thence....

MIDDLETON ISLAND (MDO.YESKA3): From over MDO VOR/DME via MDO R-305 to SOBGE. Then via JOH R-265 and ANC R-084 to YESKA. Thence....

.... From over YESKA INT, thence via ANC R-084 to ANC VOR/DME. Expect Radar vectors to final approach course after YESKA INT.



ANCHORAGE APP COM

123.8 257.9

ANCHORAGE ATIS

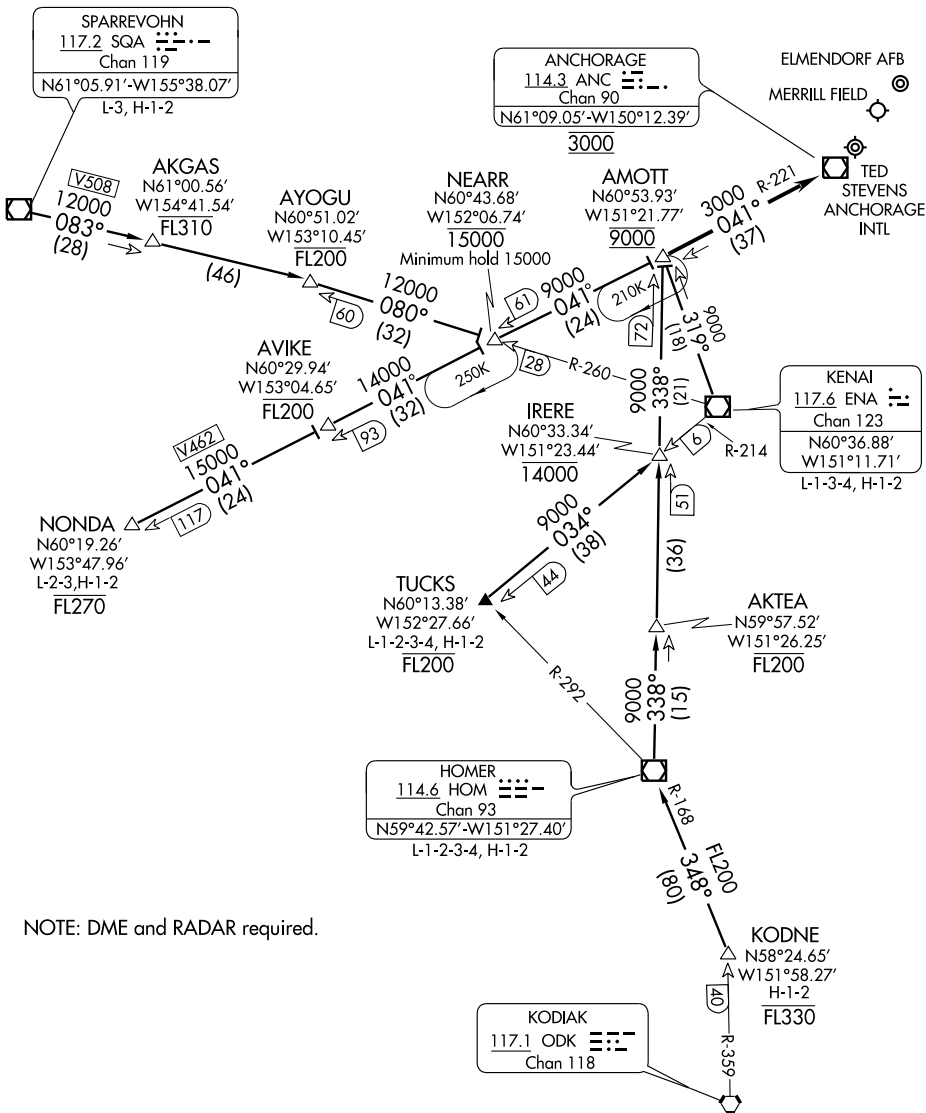
118.4

ELMENDORF AFB ATIS *

124.3 273.5

MERRILL FIELD ATIS

124.25



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

HOMER TRANSITION (HOM.AMOTT6): From over HOM VOR/DME via HOM R-338 to AMOTT INT. Thence....

KENAI TRANSITION (ENA.AMOTT6): From over ENA VOR/DME via ENA R-319 to AMOTT INT. Thence....

KODNE TRANSITION (KODNE.AMOTT6): From over KODNE INT via HOM R-168 to HOM VOR/DME, then via HOM R-338 to AMOTT INT. Thence....

NONDA TRANSITION (NONDA.AMOTT6): From over NONDA INT via ANC R-221 to AMOTT INT. Thence....

SPARREVOHN TRANSITION (SQA.AMOTT6): From over SQA VOR/DME via SQA R-083 and ENA R-260 to AYOGU INT, then via ENA R-260 to NEARR INT, then via ANC R-221 to AMOTT INT. Thence....

TUCKS TRANSITION (TUCKS.AMOTT6): From over TUCKS INT via ENA R-214 and HOM R-338 to AMOTT INT. Thence....

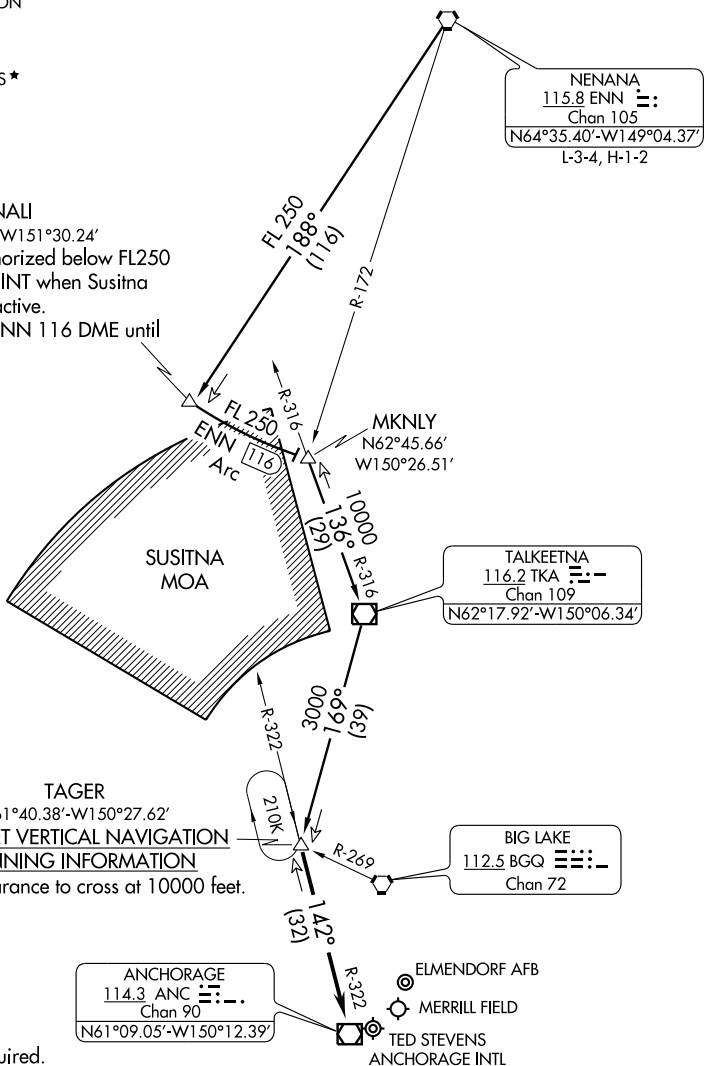
....From over AMOTT INT via ANC R-221 to ANC VOR/DME (MEA 3000). Expect radar vectors to final approach course after passing AMOTT INT.

ANCHORAGE APP CON
119.1 290.5
ANCHORAGE ATIS
118.4
ELMENDORF AFB ATIS ★
124.3 273.5
MERRILL FIELD ATIS
124.25

DNALI

N62°59.42'-W151°30.24'

Descent not authorized below FL250
prior to MKNLY INT when Susitna
MOA/ATCAA active.
Do not exceed ENN 116 DME until
MKNLY INT.



NOTE: DME required.

NOTE: Chart not to scale.

NENANA TRANSITION (ENN.DNAL1): From over the ENN VORTAC via ENN R-188 to DNALI DME Fix and east via ENN 116 DME Arc to MKNLY INT. Then via TKA R-316 to TKA VOR/DME and TKA R-169 to TAGER INT. Thence

....From over TAGER INT via ANC R-322 to ANC VOR/DME. Expect vectors to final approach course after TAGER INT.

ANCHORAGE APP CON
119.1 290.5
ANCHORAGE ATIS
118.4
ELMENDORF AFB ATIS ★
124.3 273.5
MERRILL FIELD ATIS
124.25

N

BIG LAKE
112.5 BGQ
Chan 72
N61°34.17'
W149°58.03'

ELLAM
N61°20.23'
W149°12.35'

TAZLI
N61°13.71'
W148°51.50'

R-2203B

R-2203A

R-2203C

ELMENDORF
AFB

MERRILL FIELD

TED STEVENS
ANCHORAGE INTL

ANCHORAGE
114.3 ANC
Chan 90

JOHNSTONE POINT
116.7 JOH
Chan 114
N60°28.86' W146°35.96'

L-1-3-4, H-1

12000
278°
(80)

10000
277°
(12)

43

75

NOTE: Chart not to scale.

JOHNSTONE POINT TRANSITION (JOH.ELLAM2): From over JOH VOR/DME via JOH R-278 and BGQ R-097 to ELLAM INT. Thence....

....from over ELLAM INT via BGQ R-097 to BGQ VORTAC. Expect vector to final approach course after ELLAM INT.

TAGER FIVE ARRIVAL

ST-1500 (FAA)

ANCHORAGE, ALASKA

ANCHORAGE APP CON

118.6 290.5

ANCHORAGE ATIS

118.4

ELMENDORF AFB ATIS *

124.3 273.5

MERRILL FIELD ATIS

124.25

GALENA
114.8 GAL
Chan 95
N64°44.29'-W156°46.63'
L-3-4, H-1-2

NENANA
115.8 ENN
Chan 105
N64°35.40'-W149°04.37'
L-3-4, H-1-2

TALKEETNA
116.2 TKA
Chan 109
N62°17.92'-W150°06.34'
L-3-4, H-1-2

AKMAX
N62°12.46'
W151°55.76'

MIGAN
N62°12.44'
W153°13.32'
L-3

MC GRATH
115.5 MCG
Chan 102
N62°57.06'-W155°36.68'
L-3, H-1-2

PAMPR
N61°50.93'
W151°19.62'

TAGER
N61°40.38'
W150°27.62'
15000 250K
10000

ANCHORAGE
114.3 ANC
Chan 90
N61°09.05'-W150°12.39'

BIG LAKE
112.5 BGQ
Chan 72

ELMENDORF AFB

MERRILL FIELD

TED STEVENS
ANCHORAGE INTL

NOTE: DME required.

NOTE: Chart not to scale.

GALENA TRANSITION (GAL.TAGER5): From over GAL VORTAC via GAL R-114 and ANC R-298 to AKMAX then via ANC R-298 to PAMPR INT, then via BGQ R-269 to TAGER INT. Thence

MC GRATH TRANSITION (MCG.TAGER5): From over MCG VORTAC via MCG R-104 and BGQ R-269 to TAGER INT. Thence

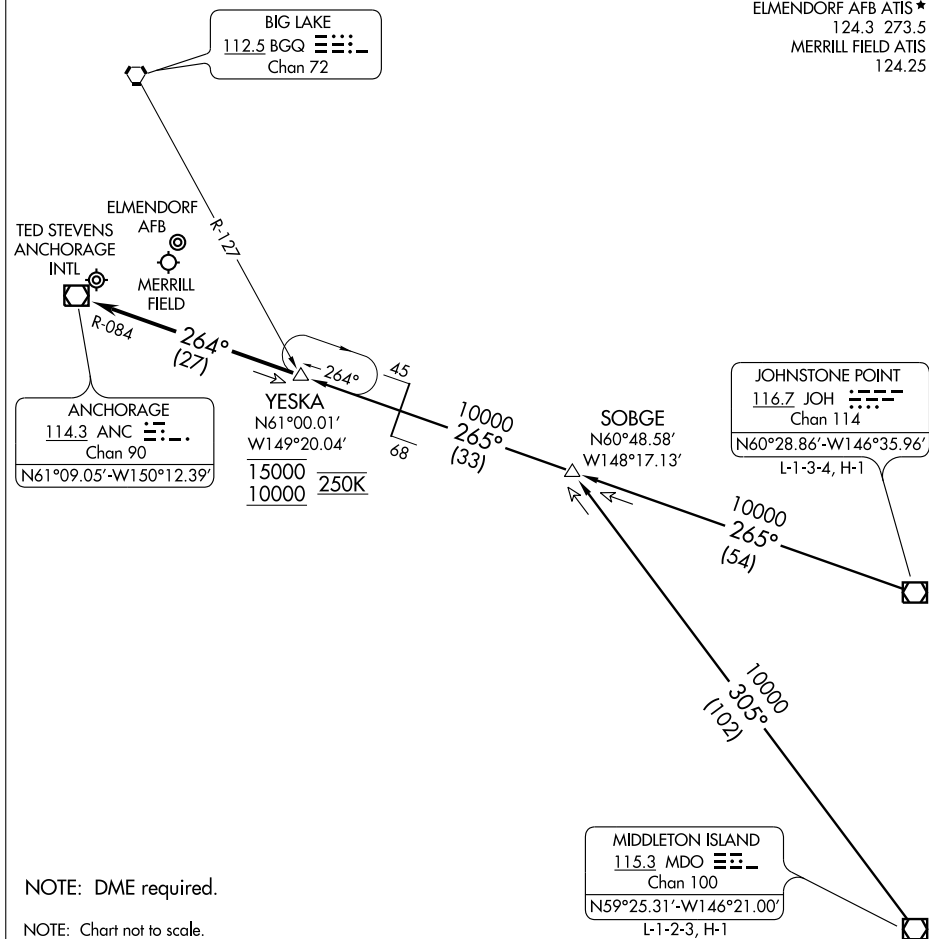
MIGAN TRANSITION (MIGAN.TAGER5): From over MIGAN via BGQ R-269 to TAGER INT. Thence

NENANA TRANSITION (ENN.TAGER5): From over ENN VORTAC via ENN R-165 and TKA R-345 to TKA VOR/DME and TKA R-169 to TAGER INT. Thence

TALKEETNA TRANSITION (TKA.TAGER5): From over TKA VOR/DME via TKA R-169 to TAGER INT. Thence

. . . . From over TAGER INT via ANC R-322 to ANC VOR/DME, maintain ATC assigned altitude. Expect vector to final approach course after TAGER INT.

ANCHORAGE APP CON
126.4 259.6
ANCHORAGE ATIS
118.4
ELMENDORF AFB ATIS★
124.3 273.5
MERRILL FIELD ATIS
124.25



JOHNSTONE POINT TRANSITION (JOH.YESKA3): From over JOH VOR/DME via JOH R-265 to SOBGE. Then via JOH R-265 and ANC R-084 to YESKA. Thence....

MIDDLETON ISLAND (MDO.YESKA3): From over MDO VOR/DME via MDO R-305 to SOBGE. Then via JOH R-265 and ANC R-084 to YESKA. Thence....

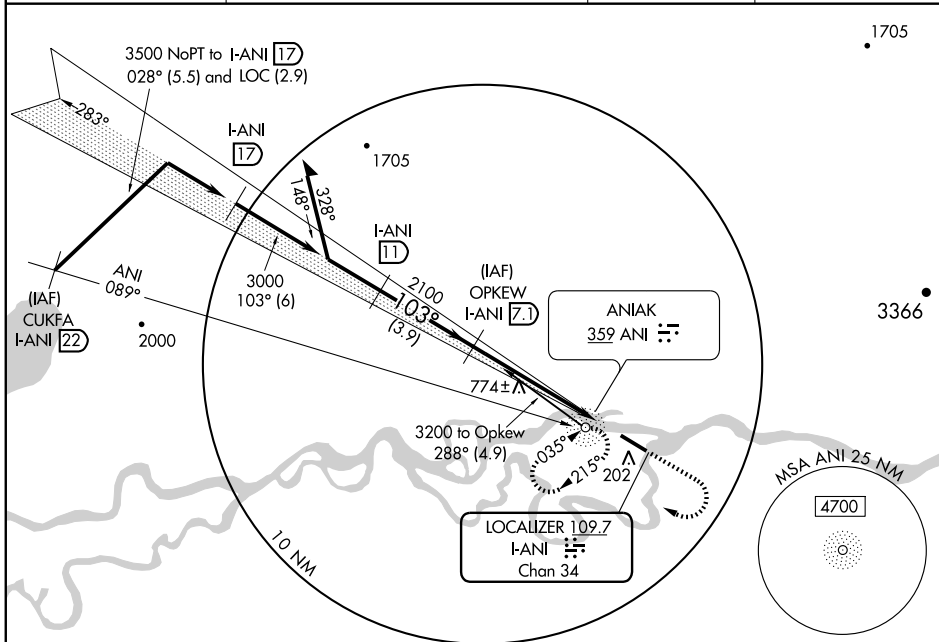
.... From over YESKA INT, thence via ANC R-084 to ANC VOR/DME. Expect Radar vectors to final approach course after YESKA INT.

LOC/DME I-ANI	APP CRS	Rwy Idg	6000
109.7	103°	TDZE	88
Chan 34		Apt Elev	88

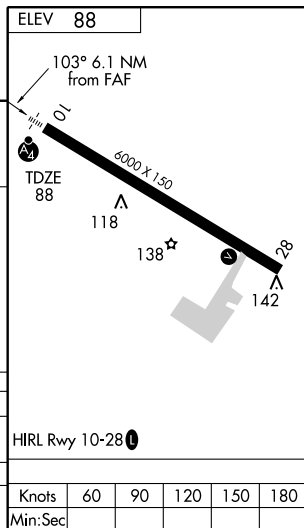
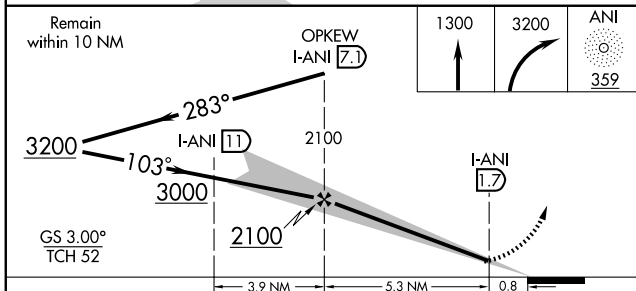
ILS/DME RWY 10 ANIAK (ANI)(PANT)

<p>⚠ Circling not authorized north of Runway 10-28. Circling requires descent on glide slope to MDA. Localizer unusable from I-ANI 1.7 DME inbound.</p>	<p>MALSF</p> <p> =</p>	<p>MISSED APPROACH: Climb to 1300 then climbing right turn to 3200 direct ANI NDB and hold.</p>
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AWOS-3 124.3	ANCHORAGE CENTER 118.15 251.05	CLNC DEL 118.15	CTAF 122.1
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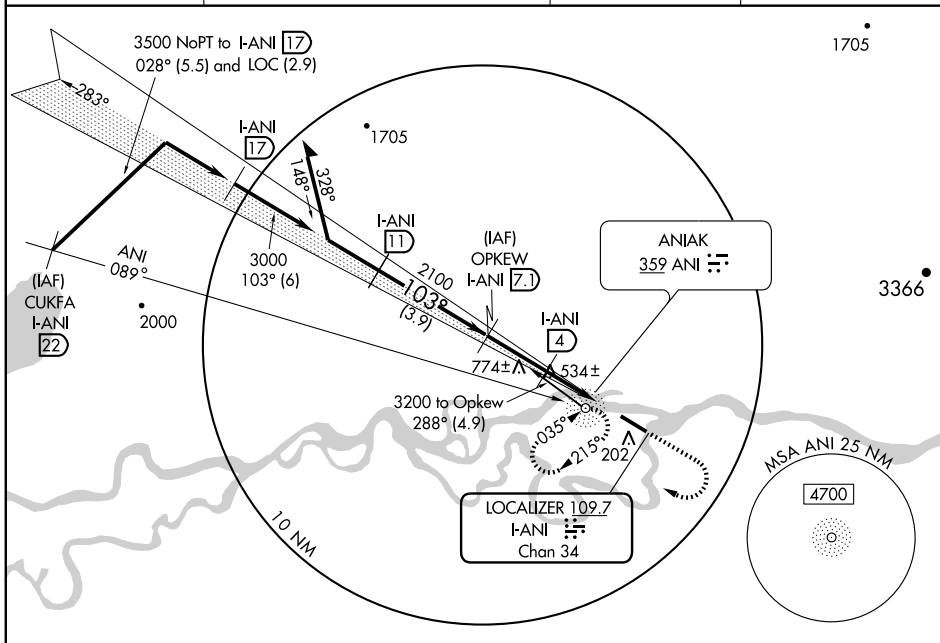


ADF and DME REQUIRED



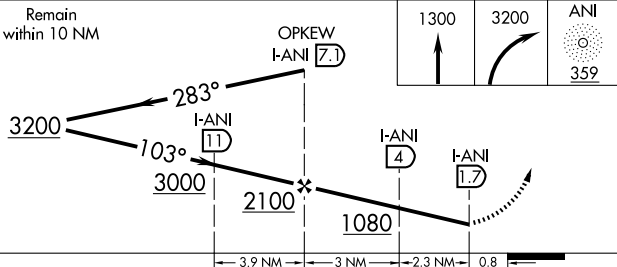
CATEGORY	A	B	C	D													
S-ILS 10		338- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)		HIRL Rwy 10-28												
S-LOC 10		NA															
CIRCLING	580-1	492 (500-1)	580-1 $\frac{1}{2}$ 492 (500-1 $\frac{1}{2}$)	640-2 552 (600-2)	<table> <tr> <th>Knots</th><th>60</th><th>90</th><th>120</th><th>150</th><th>180</th></tr> <tr> <th>Min:Sec</th><td></td><td></td><td></td><td></td><td></td></tr> </table>	Knots	60	90	120	150	180	Min:Sec					
Knots	60	90	120	150	180												
Min:Sec																	

AWOS-3 124.3	ANCHORAGE CENTER 118.15 251.05	CLNC DEL 118.15	CTAF 122.10
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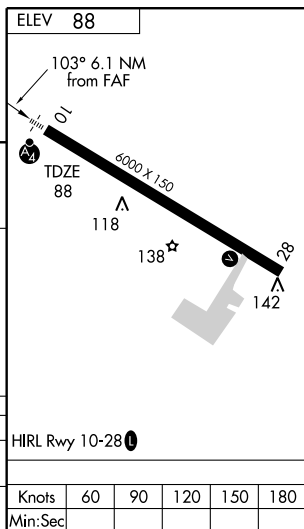


ADF REQUIRED

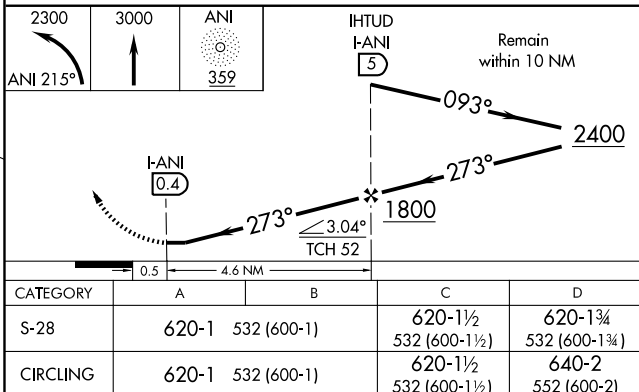
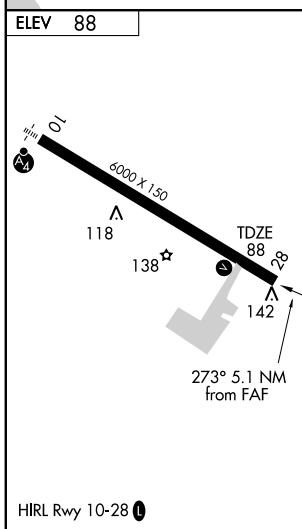
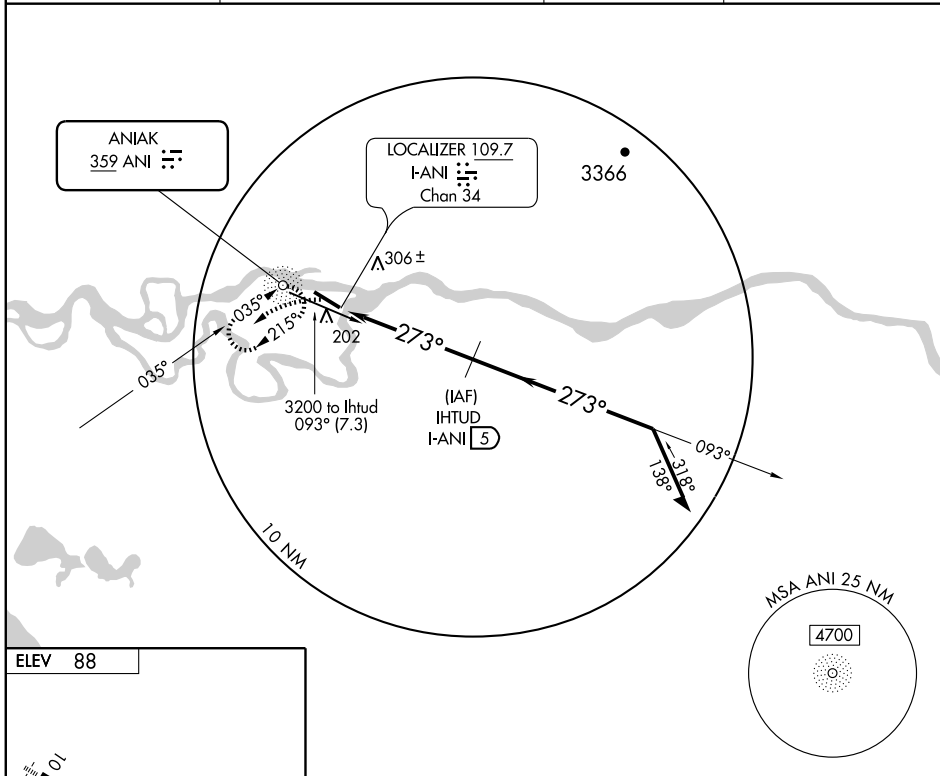
Remain
within 10 NM



CATEGORY	A	B	C	D
S-LOC 10	800-3/4 712 (800-3/4)		800-2 712 (800-2)	800-2 1/4 712 (800-2 1/4)
CIRCLING	800-1 712 (800-1)		800-2 712 (800-2)	800-2 1/4 712 (800-2 1/4)



AWOS-3 124.3	ANCHORAGE CENTER 118.15 251.05	CLNC DEL 118.15	CTAF 122.1
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AL-1233 (FAA)

APP CRS 103°	Rwy Idg TDZE Apt Elev	6000 88 88
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RNAV (GPS) RWY 10
ANIAK (ANI)(PANI)

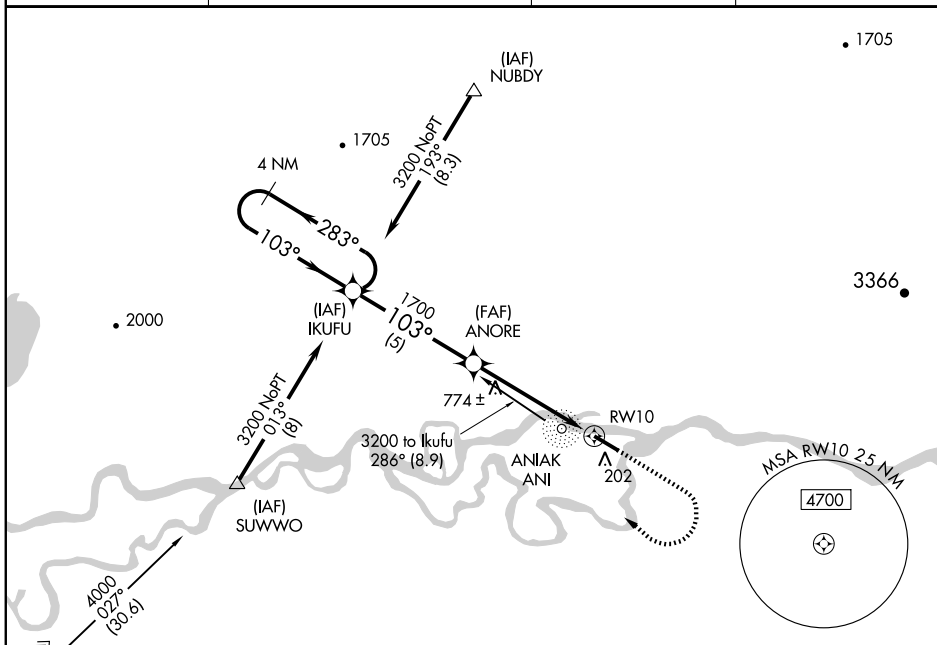
T Circling not authorized north of runway 10-28.
A NA GPS or DME RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MALSF

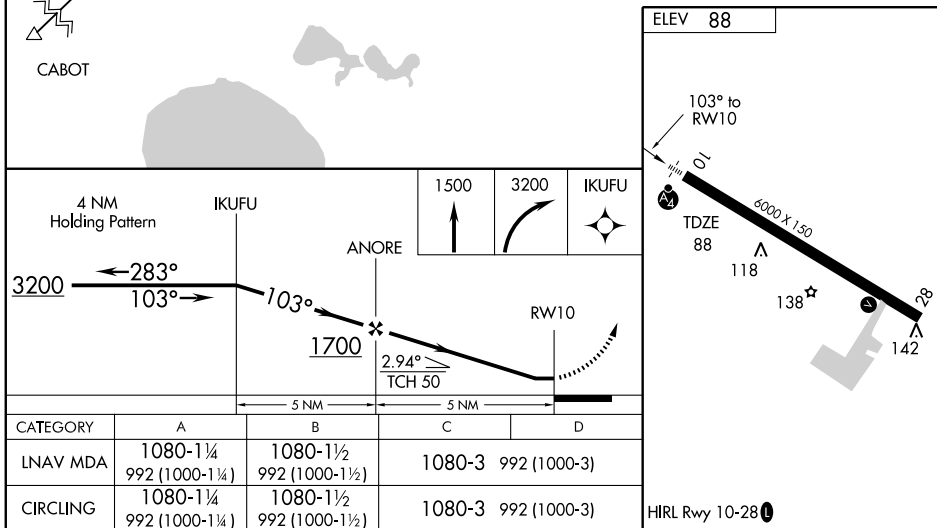
MISSED APPROACH: Climb to 1500 then climbing right turn to 3200 direct IKUFU WP and hold.

AWOS-3
124.3

ANCHORAGE CENTER
118.15 251.05

CLNC DEL
118.15CTAF
122.1 

AK. 22 OCT 2009 to 17 DEC 2009



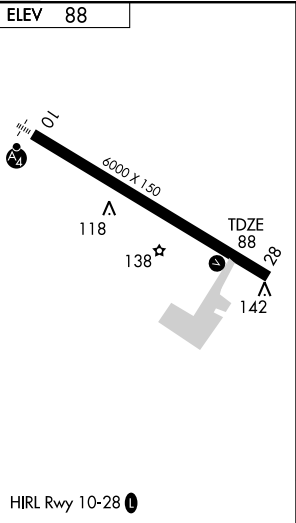
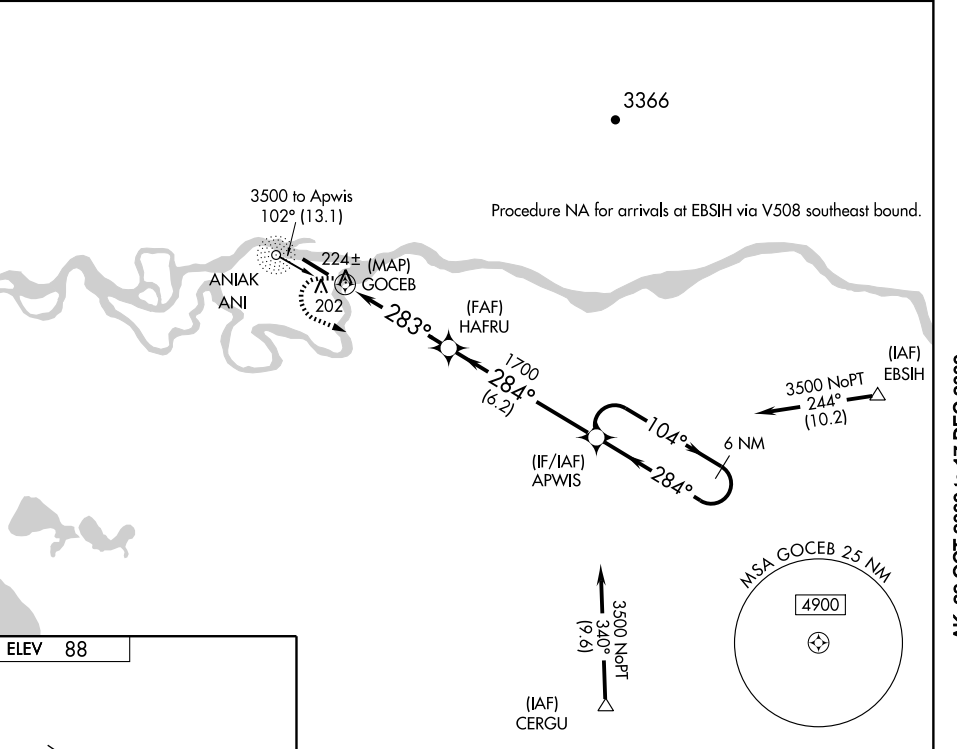
⚠

❗

Circling not authorized north of Rwy 10-28. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Kalskag altimeter setting and increase all MDA's 60 feet. VDP NA when using Kalskag altimeter setting.

MISSED APPROACH: Climbing left turn to 3500 direct to APWIS and hold.

AWOS-3 124.3	ANCHORAGE CENTER 118.15 251.05	CLNC DEL 118.15	CTAF 122.1 0
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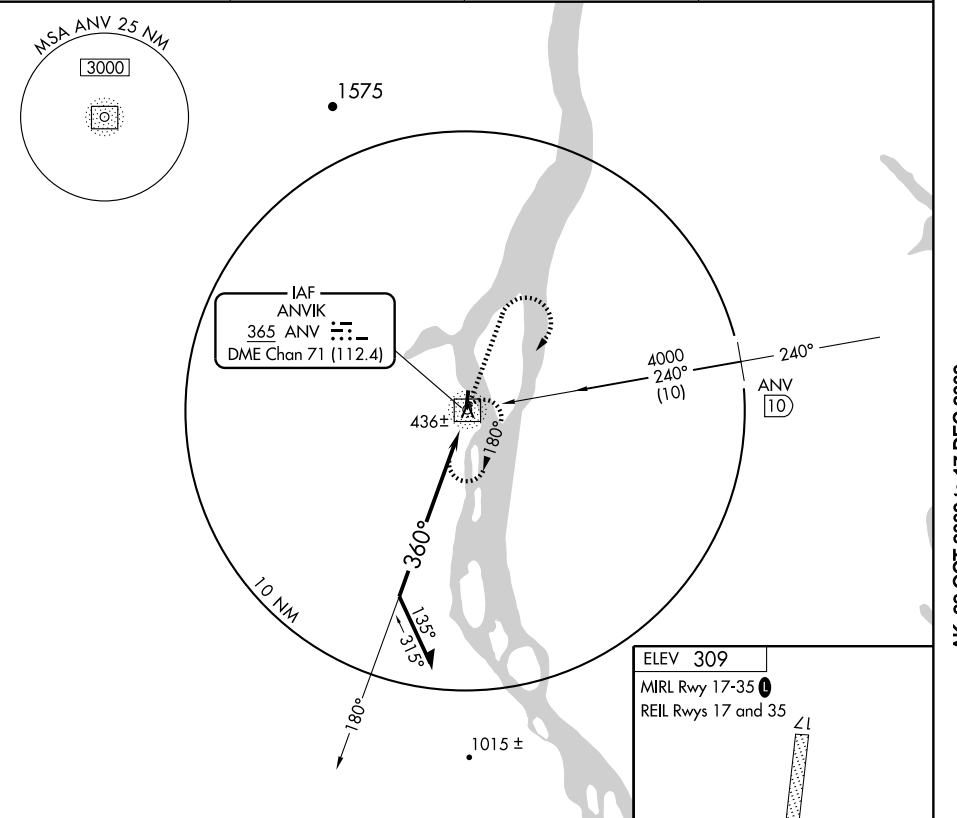


3500		APWIS		6 NM Holding Pattern			
CATEGORY	A		B		C	D	
LNAV MDA	540-1 452 (500-1)		540-1¼ 452 (500-1¼)		540-1½ 452 (500-1½)		
CIRCLING	580-1 492 (500-1)		580-1½ 492 (500-1½)		740-2 652 (700-2)		



MISSED APPROACH: Climb to 2500 via 360° bearing from ANV NDB/DME, then turn right direct ANV and hold.

AWOS-3 133.55	ANCHORAGE CENTER 135.7 335.5	KENAI RADIO 122.4	UNICOM 122.7 (CTAF) 
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Remain within 10 NM

NDB/DME

2000

180°


360°

2500

↑

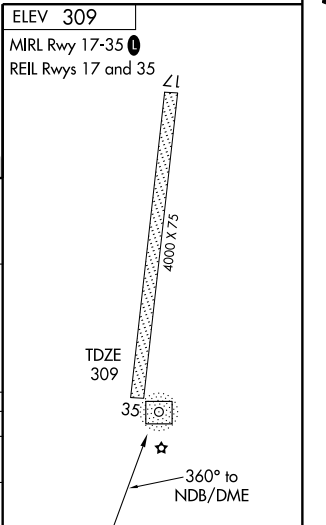
ANV 360°

ANV



365

CATEGORY	A	B	C	D
S-35	800-1	491 (500-1)	800-1¼ 491 (500-1¼)	NA
CIRCLING	800-1	491 (500-1)	800-1½ 491 (500-1½)	NA



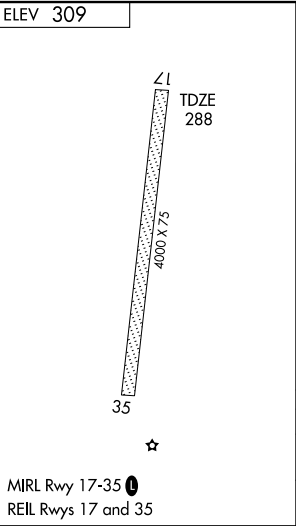
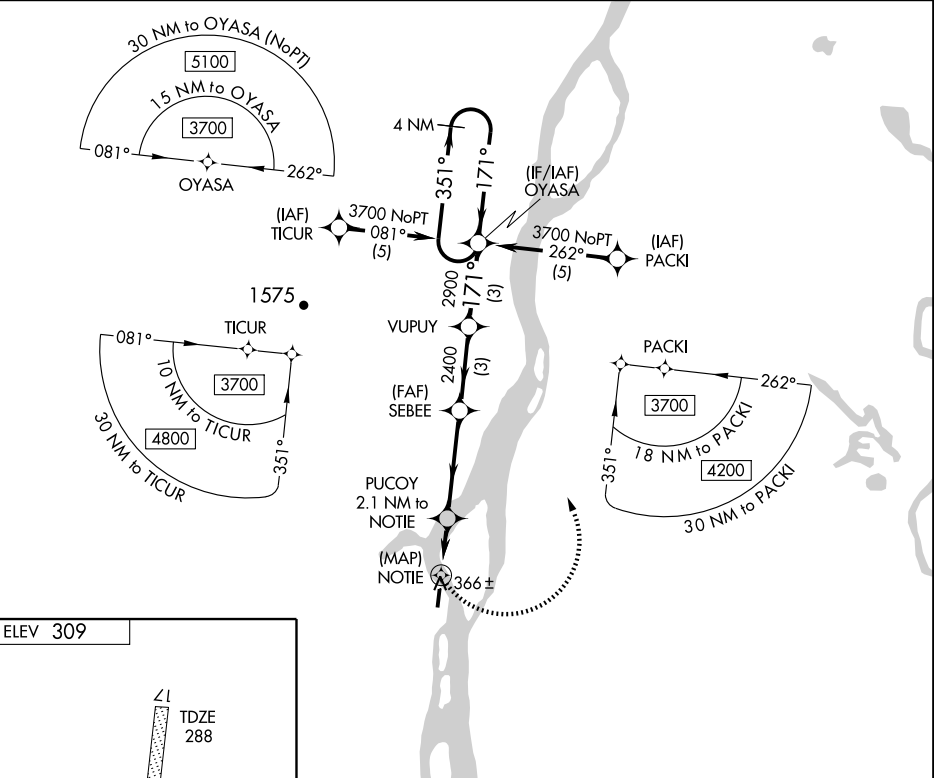
APP CRS	Rwy Idg	4000
171°	TDZE	288
	Apt Elev	309

RNAV (GPS) RWY 17
ANVIK (ANV)(PANV)

When VGSI inoperative, procedure NA at night.
DME/DME RNP: 0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Holy Cross altimeter setting and increase all MDAs 120 feet and LNAV visibility Cat C ¼ mile, Cat D ½ mile.

MISSED APPROACH: Climbing left turn to 3700 direct OYASA and hold, continue climb-in-hold to 3700.

AWOS-3 133.55	ANCHORAGE CENTER 135.7 335.5	KENAI RADIO 122.4	UNICOM 122.7 (CTAF) 0
------------------	---------------------------------	----------------------	--------------------------



3700	OYASA	OYASA	VUPUY	SEBEE	PUCOY 2.1 NM to NOTIE	NOTIE	4 NM Holding Pattern
					≤3.06° TCH 35		
					1140	2400	2900
					0.5	2.1 NM	3.8 NM
						3 NM	3 NM
CATEGORY	A	B	C	D			
LNAV MDA	700-1	412 (400-1)	700-1¼	412 (400-1¼)			
CIRCLING	740-1	760-1	760-1½	860-2			
	431 (500-1)	451 (500-1)	451 (500-1½)	551 (600-2)			

APP CRS	Rwy Idg	4000
351°	TDZE	290
	Apt Elev	309

RNAV (GPS) RWY 35

ANVIK (ANV)(PANV)

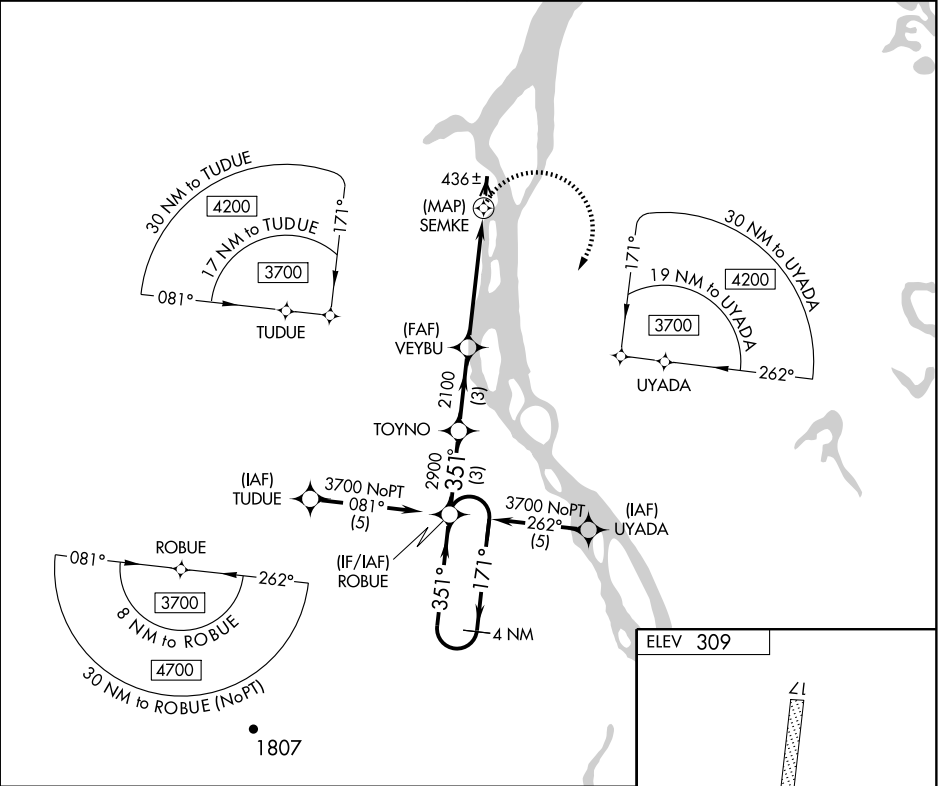
▼ When VGSI inoperative, procedure NA at night.

▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

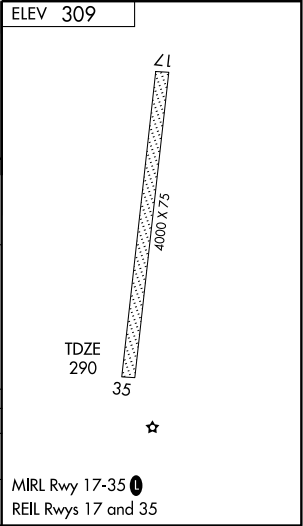
When local altimeter setting not received, use Holy Cross altimeter setting and increase all MDAs 120 feet and LNAV visibility Cat C ¼ mile, Cat D ½ mile.

MISSED APPROACH: Climbing right turn to 3700 direct ROBUE and hold, continue climb-in-hold to 3700.

AWOS-3 133.55	ANCHORAGE CENTER 135.7 335.5	KENAI RADIO 122.4	UNICOM 122.7 (CTAF) 0
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4 NM Holding Pattern	ROBUE	TOYNO	VEYBU	SEMKE
3700	351°	351°	30.05° TCH 35	
3700	351°	2900	2100	
VGSI and descent angles not coincident.	3 NM	3 NM	5 NM	0.5
CATEGORY	A	B	C	D
LNAV MDA	700-1	410 (400-1)	700-1 1/4	410 (400-1 1/4)
CIRCLING	740-1 431 (500-1)	760-1 451 (500-1)	760-1 1/2 451 (500-1 1/2)	860-2 551 (600-2)

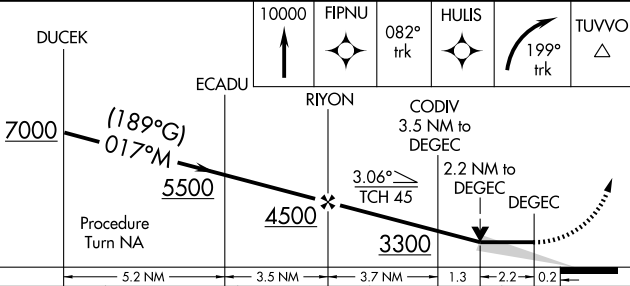
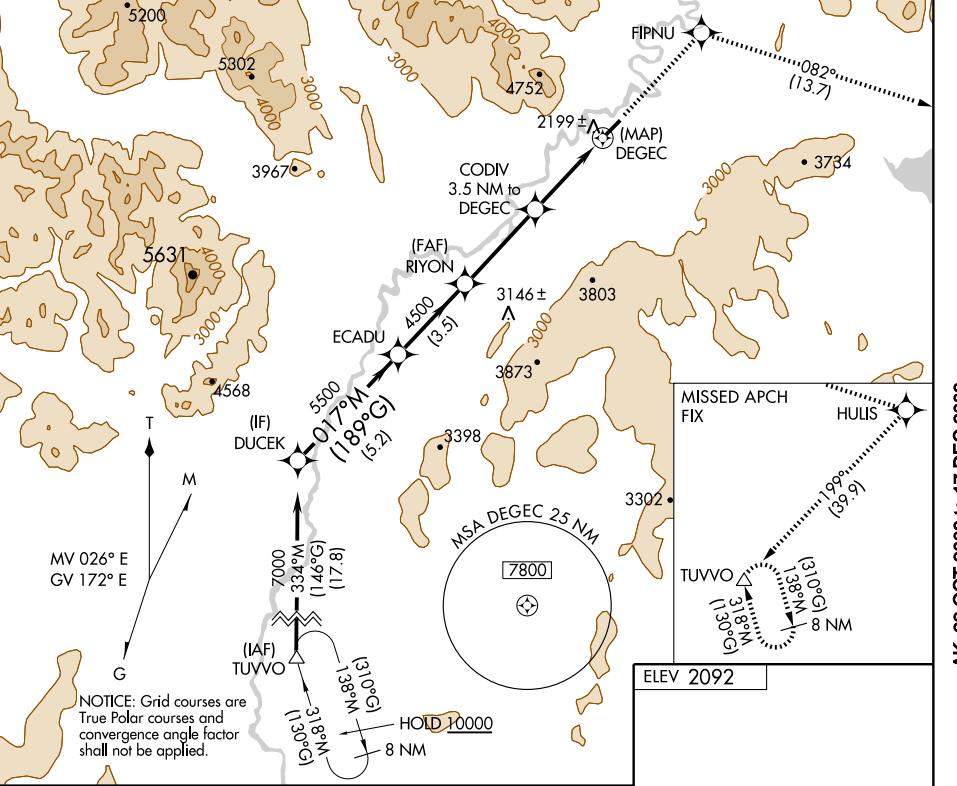


▼

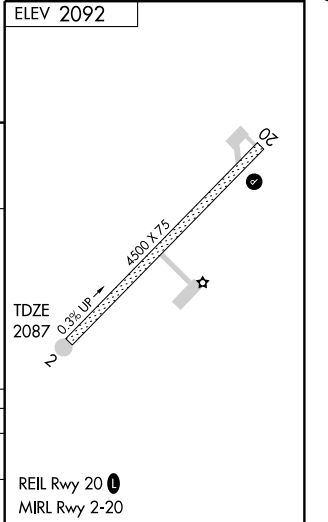
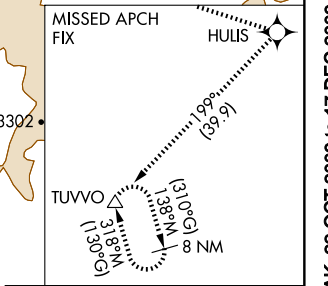
DME/DME RNP-0.3 NA.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 10000 direct FIPNU and via 082° track to HULIS and right turn via 199° track to TUVVO and hold.

AWOS-3 135.75	ANCHORAGE CENTER 135.0 225.4	FAIRBANKS RADIO 122.1	CTAF 122.9 0
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CATEGORY	A	B	C	D
LNAV MDA	2880-1 793 (800-1)	2880-1¼ 793 (800-1¼)	NA	
CIRCLING	2880-1 788 (800-1)	2880-1¼ 788 (800-1¼)	NA	



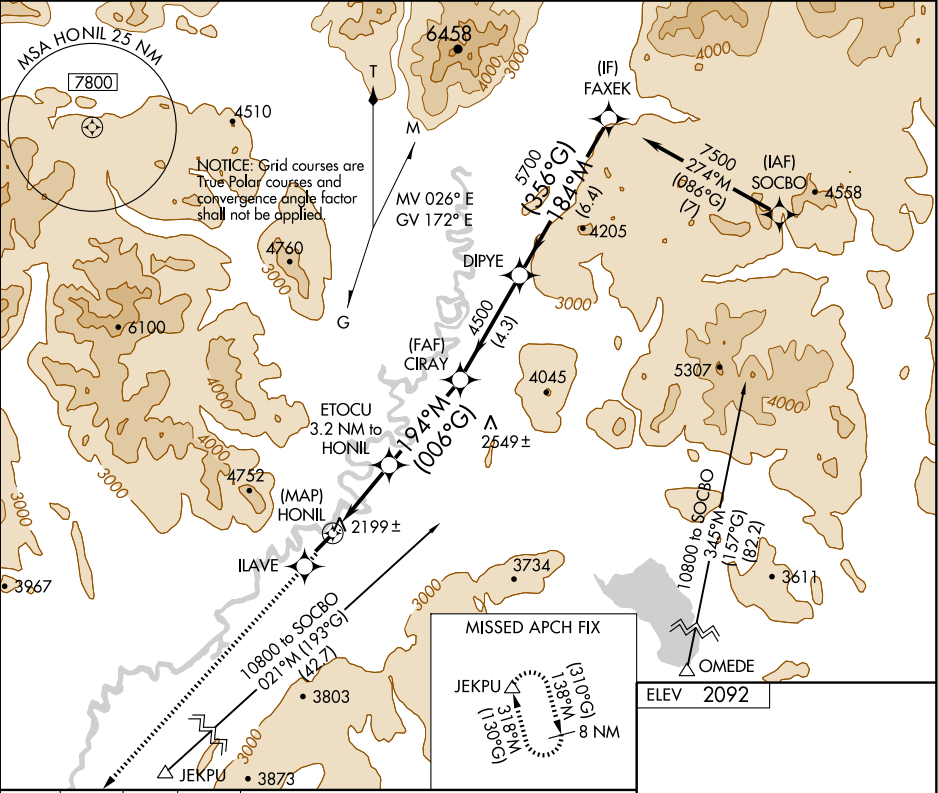
AK. 22 OCT 2009 to 17 DEC 2009

▼

DME/DME RNP-0.3 NA.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 10000 direct ILAVE and via 196° track to JEKPU and hold, continue climb-in-hold to 10000.

AWOS-3 135.75	ANCHORAGE CENTER 135.0 225.4	FAIRBANKS RADIO 122.1	CTAF 122.9 ①
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10000

↑

ILAVE

✧

196°

trk

JEKPU

△

ETOCU

3.2 NM to HONIL

1.4 NM to HONIL

HONIL

3200

≤ 3.06°

TCH 45

(356°G)

184°M

5700

7500

CIRAY

DIPYE

FAXEK

Procedure Turn NA

0.2

1.4

1.8

4 NM

4.3 NM

6.4 NM

CATEGORY	A	B	C	D
LNAV MDA	2600-1	508 (600-1)	NA	
CIRCLING	2700-1	608 (700-1)	NA	

TDZE

2092

0.3% UP

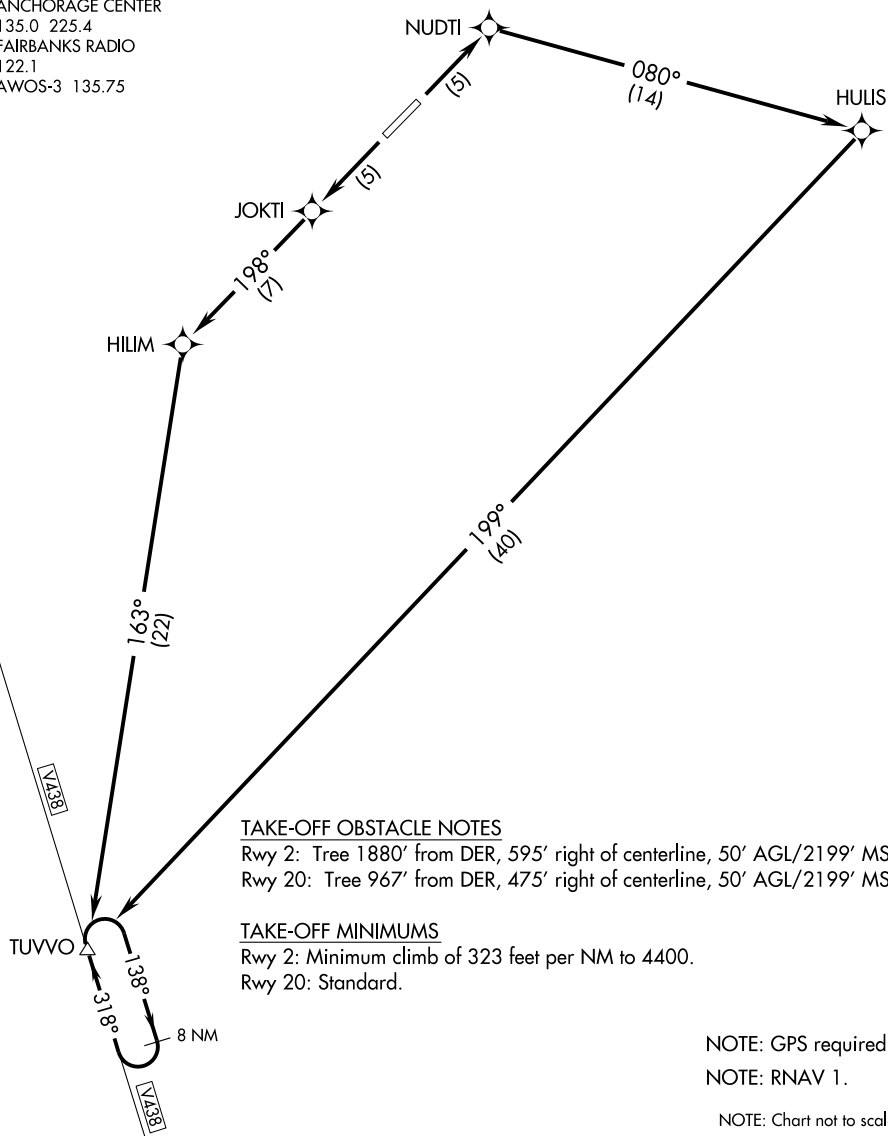
4500 X 75

REIL Rwy 20 ①

MIRL Rwy 2-20

TUVVO ONE DEPARTURE (RNAV) (OBSTACLE)

ANCHORAGE CENTER
135.0 225.4
FAIRBANKS RADIO
122.1
AWOS-3 135.75



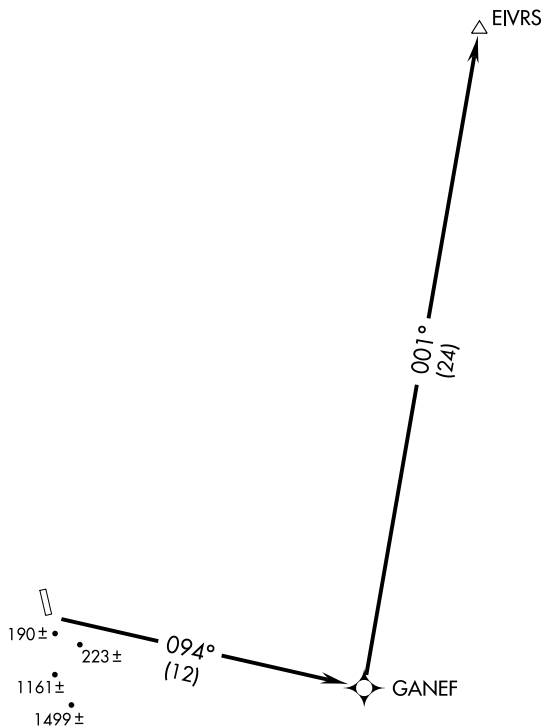
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 2: Climb to 10000 direct NUDTI, and via 080° track to HULIS, and right turn via 199° track to TUVVO, thence. . . .

TAKE-OFF RUNWAY 20: Climb to 10000 direct JOKTI, then via depicted route to TUVVO, thence. . . .

. . . . climb in holding (if required) at TUVVO before proceeding via assigned route and altitude.

ANCHORAGE CENTER
121.4
COLD BAY RADIO
123.6



NOTE:

1. GPS required.
2. RNAV 1.

TAKE-OFF MINIMUMS

Rwy 15: 500-2.

NOTE: Procedure not authorized at night.



DEPARTURE ROUTE DESCRIPTION

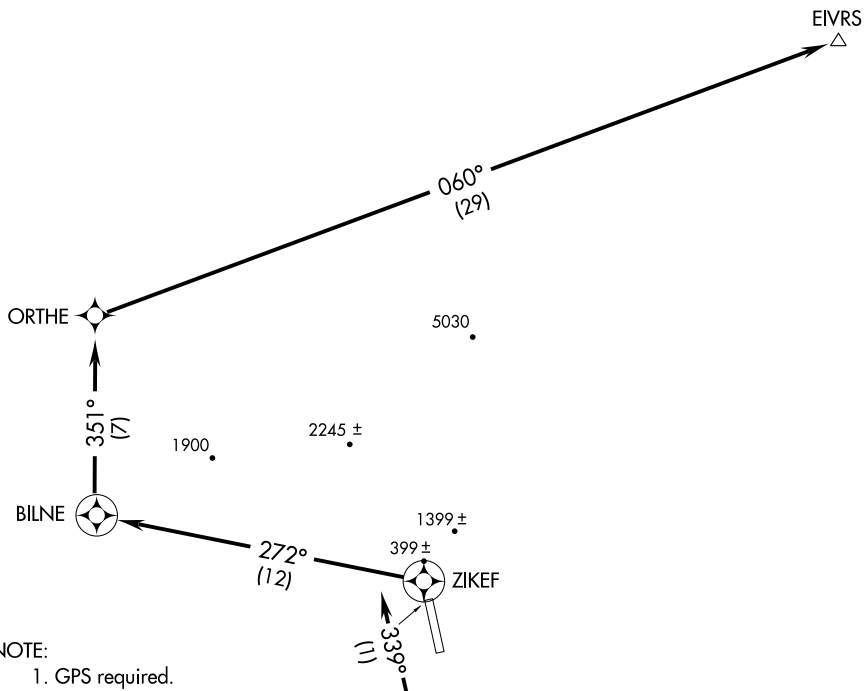
Immediate climbing left turn to intercept 094° course to GANEF WP, then 001° course to EIVRS WP, climbing to 9000 or as assigned.

ANCHORAGE CENTER

121.4

COLD BAY RADIO

123.6



NOTE:

1. GPS required.
2. RNAV 1.

TAKE-OFF MINIMUMS

Rwy 33: 600-2.

NOTE: Procedure not authorized at night.



DEPARTURE ROUTE DESCRIPTION

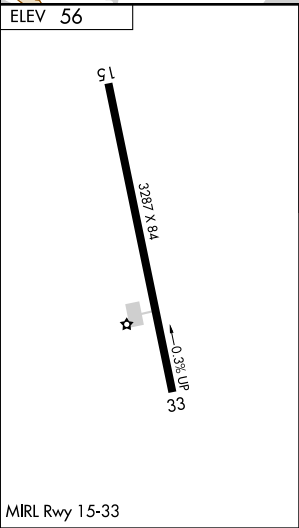
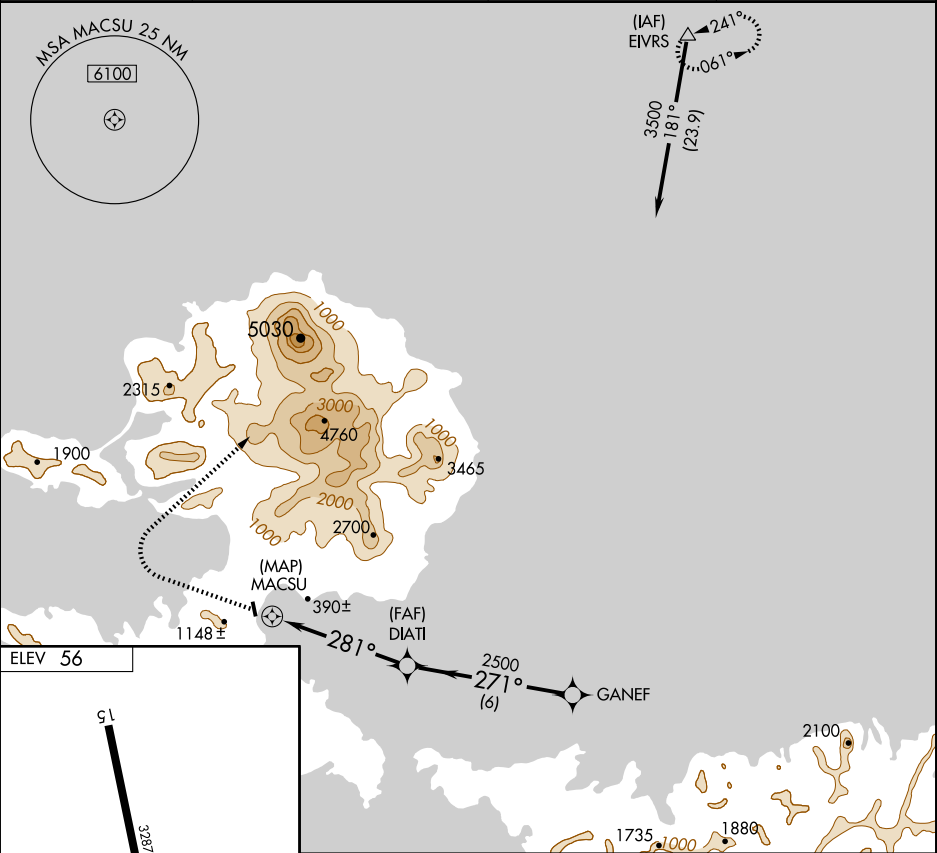
Climb to 9000 or assigned altitude via course 339° to ZIKEF WP, then 272° to BILNE WP, then 351° to ORTHE WP, and 060° to EIVRS WP, then on course.

APP CRS	Rwy Idg	N/A
281°	TDZE	N/A
	Apt Elev	56

GPS-A
ATKA (AKA)(PAAK)

<div>▼</div> <div>NA</div>	Circling NA west of Rwy 15-33. Procedure NA at night.	MISSED APPROACH: Climb to 5000 then climbing right turn to 9000 direct EIVRS and hold.
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AWOS-3 135.55	ANCHORAGE CENTER 121.4	GCO 122.15	CTAF 122.9
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<div><div>5000</div><div>9000</div><div>EIVRS</div><div>△</div></div> <div><div>MACSU</div><div>DIATI</div><div>GANEF</div><div>281°</div><div>271°</div><div>2500</div><div>3500</div><div>Procedure Turn NA</div></div> <div><div>5.1 NM</div><div>6 NM</div></div>				
CATEGORY	A	B	C	D
CIRCLING	1260-1¼ 1204 (1300-1¼)	1260-1½ 1204 (1300-1½)	1260-3 1204 (1300-3)	NA

NDB RWY 6

NDB	ATK	APP CRS	Rwy Idg	4370
350		056° M	TDZE	96
		(233° G)	Apt Elev	96

ATQASUK EDWARD BURNELL SR. MEMORIAL (ATK)(PATQ)



If local altimeter setting not received, use Barrow altimeter setting and increase all MDAs 140 feet.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2000 direct ATK NDB and hold, continue climb-in-hold to 2000.

ASOS
119.925

ANCHORAGE CENTER
135.3 239.25

BARROW RADIO
122.2

CTAF
122.9 0

MEADE
BRW 40

(316° G)
2000
(136° G)
(114° G)

T
M
MV 20° E
GV 177° E
G

NOTICE: Grid courses are True Polar courses and convergence angle factor shall not be applied.

(246° G)
069° M

148

(1098° G)
281° M
(101° M)
(278° G)
(233° G)
056° M

IAF
ATQASUK
350 ATK

(066° G)
249° M

(053° G)
236° M

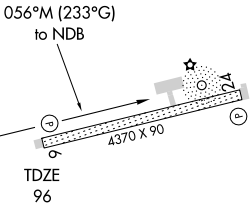
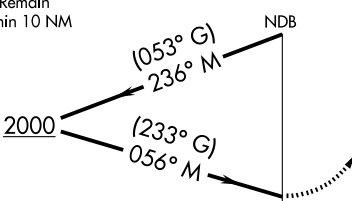
MSA ATK 25 NM

1500

10 NM

ELEV 96

Remain within 10 NM



CATEGORY	A	B	C	D
S-6	520-1	424 (500-1)	520-1¼ 424 (500-1¼)	NA
CIRCLING	520-1 424 (500-1)	560-1 464 (500-1)	560-1½ 464 (500-1½)	NA

REIL Rwy 6 and 24 0
MIRL Rwy 6-24 0

NDB RWY 24

NDB	ATK	APP CRS	Rwy Idg	4370
350		249° M	TDZE	96
		(066° G)	Apt Elev	96

ATQASUK EDWARD BURNELL SR. MEMORIAL (ATK)(PATQ)



If local altimeter setting not received, use Barrow altimeter setting and increase all MDAs 140 feet.

MISSED APPROACH: Climb to 1200 then right climbing right turn to 2000 direct ATK NDB and hold, continue climb-in-hold to 2000.

ASOS
119.925

ANCHORAGE CENTER
135.3 239.25

BARROW RADIO
122.2

CTAF
122.9

MEADE
BRW 40

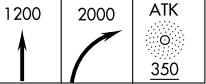
2000
(312° G)
(135° M)
(113° G)

T
M
MV 20° E
GV 177° E
G

NOTICE: Grid courses are True Polar courses and convergence angle factor shall not be applied.

ELEV 96

249°M (066°G)
to NDB



Remain within 10 NM

CATEGORY	A	B	C	D
S-24	540-1 444 (500-1)	540-1 444 (500-1 1/4)	540-1 444 (500-1 1/4)	NA
CIRCLING	540-1 444 (500-1)	560-1 464 (500-1)	560-1 464 (500-1 1/2)	NA

REIL Rwy 6 and 24

MIRL Rwy 6-24

APP CRS	Rwy Idg	4370
061° M	TDZE	96
(238° G)	Apt Elev	96

RNAV (GPS) RWY 6

ATQASUK EDWARD BURNELL SR. MEMORIAL (ATK)(PATQ)

A DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Barrow altimeter setting and increase all MDAs 140 feet.
VDP NA when using Barrow altimeter setting.

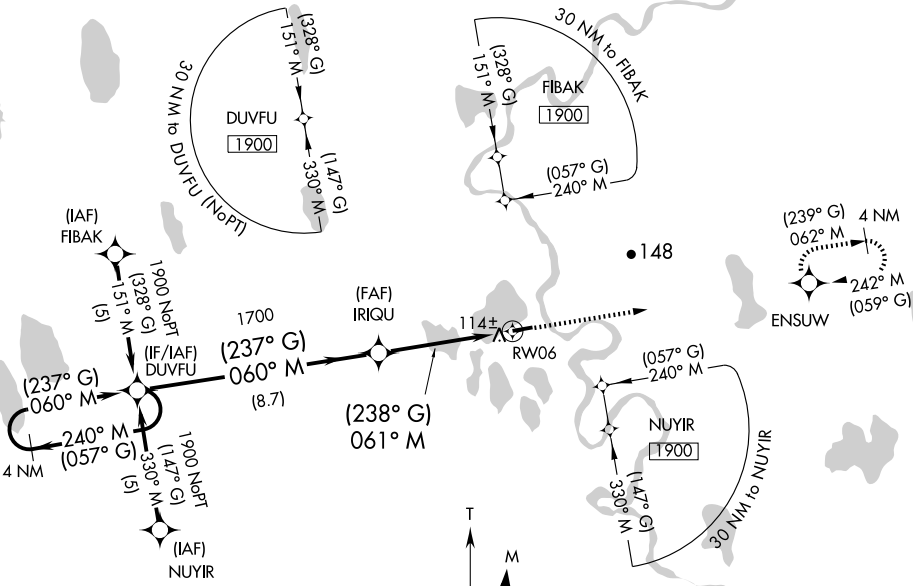
MISSED APPROACH: Climb to 1900 direct ENSUW and hold.

ASOS
119.925

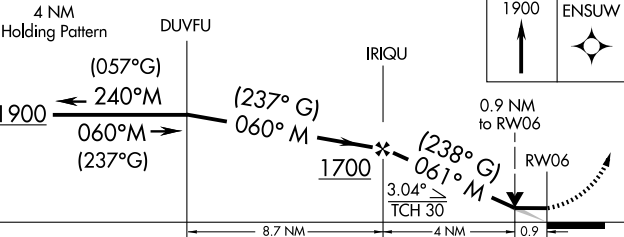
ANCHORAGE CENTER
135.3 239.25

BARROW RADIO
122.2

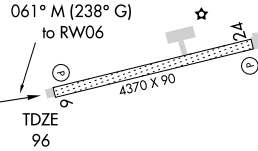
CTAF
122.9 **0**



NOTICE: Grid courses are True Polar courses and convergence angle factor shall not be applied.



CATEGORY	A	B	C	D
LNNAV MDA	480-1	560-1	560-1½	NA
CIRCLING	384 (400-1)	464 (500-1)	464 (500-1½)	NA



REIL Rwy 6 and 24 **0**
MIRL Rwy 6-24 **0**

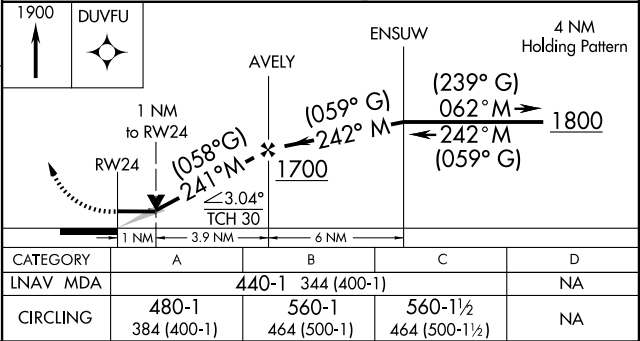
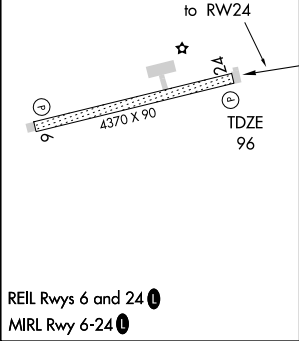
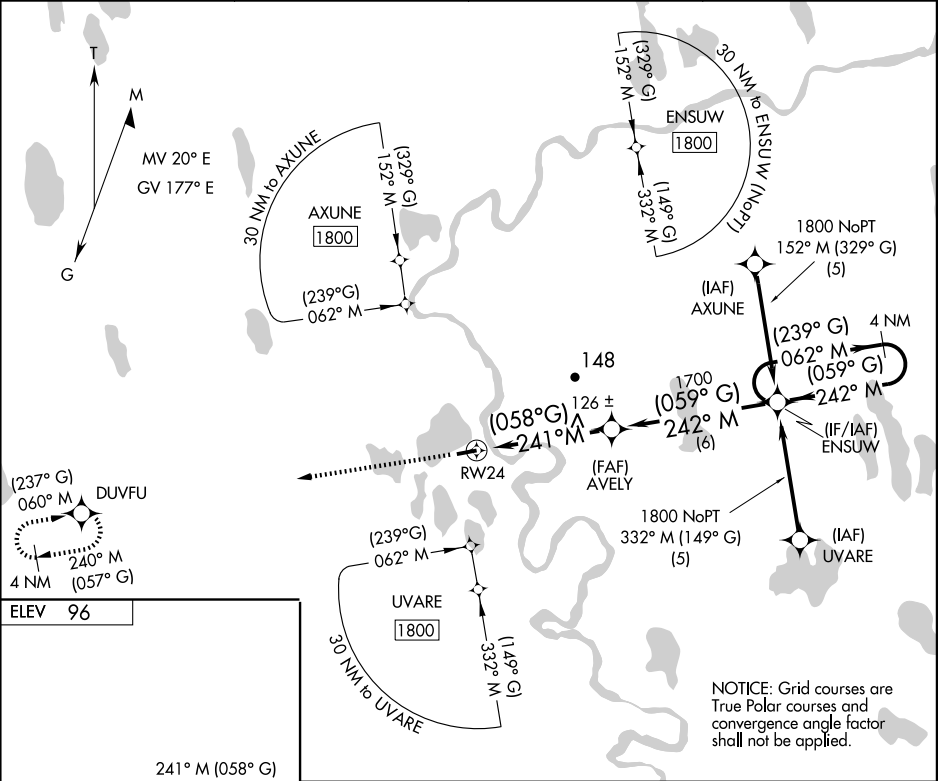
APP CRS	Rwy Idg	4370
241° M	TDZE	96
(058° G)	Apt Elev	96

RNAV (GPS) RWY 24

ATQASUK EDWARD BURNELL SR. MEMORIAL (ATK)(PATQ)

<div><div>▲</div><div>DME/DME RNP-0.3 NA. If local altimeter setting not received, use Barrow altimeter setting and increase all MDAs 140 feet. VDP NA when using Barrow altimeter setting</div></div> <div>MISSED APPROACH: Climb to 1900 direct DUVFU and hold.</div>

ASOS 119.925	ANCHORAGE CENTER 135.3 239.25	BARROW RADIO 122.2	CTAF 122.9
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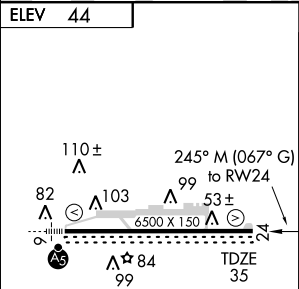
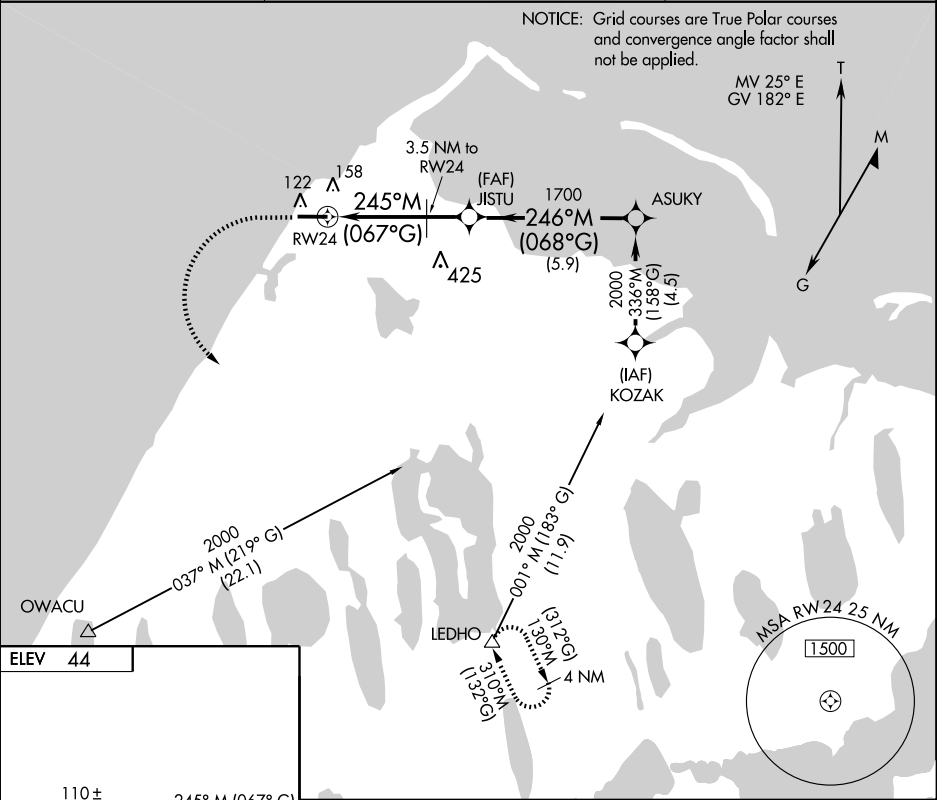
GPS RWY 24

BARROW/ WILEY POST-WILL ROGERS MEMORIAL (BRW)(PABR)

APP CRS	Rwy Idg
245° M	6500
(067° G)	TDZE
	35
	Apt Elev
	44

NA Cat A circling NA north of Rwy 6-24.	MISSED APPROACH: Climb to 1000, then climbing left turn to 2000 direct LEDHO and hold.
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ASOS 132.15	ANCHORAGE CENTER 135.3 239.25	BARROW RADIO 123.6 (CTAF) 0
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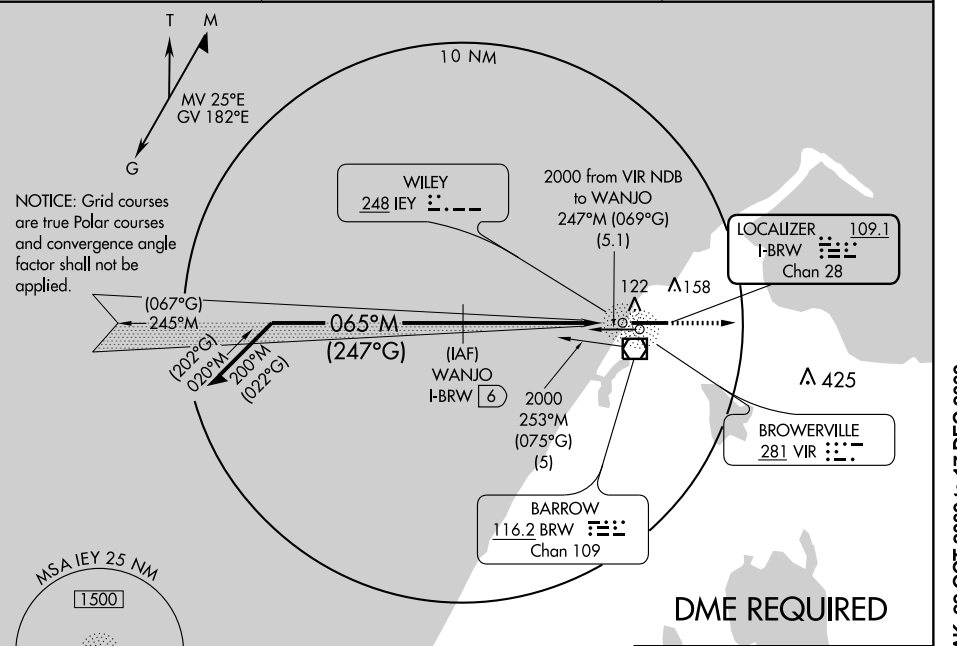
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* RVR 1800 authorized with the use of FD or AP or HUD to DA.
Cat A circling NA north of Rwy 6-24

MALSR
A5

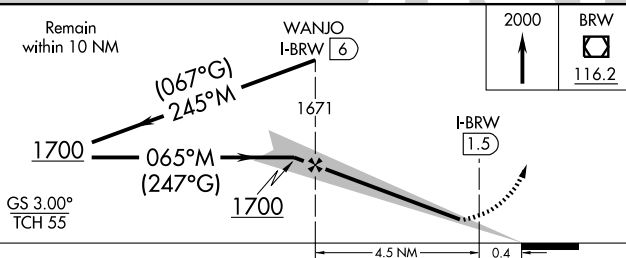
MISSED APPROACH: Climb to 2000
then direct BRW VOR/DME.

ASOS 132.15	ANCHORAGE CENTER 135.3 239.25	BARROW RADIO 123.6 (CTAF) 0
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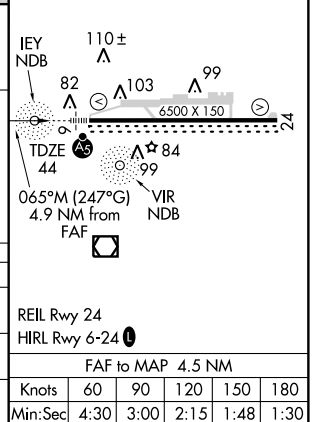


DME REQUIRED

ELEV 44



CATEGORY	A	B	C	D
S-ILS 6	*244/24 200 (200-½)			
S-LOC 6	320/24 276 (300-½)			320/40 276 (300-¾)
CIRCLING	420-1 376 (400-1)	500-1 456 (500-1)	500-1½ 456 (500-1½)	600-2 556 (600-2)



AK 22 OCT 2009 to 17 DEC 2009

LOC/DME I-BRW	APP CRS	Rwy Idg	6500
<u>109.1</u>	245°M	TDZE	35
Chan 28	(067°G)	Apt Elev	44

LOC/DME BC RWY 24

BARROW/WILEY POST-WILL ROGERS MEMORIAL (BRW)(PABR)

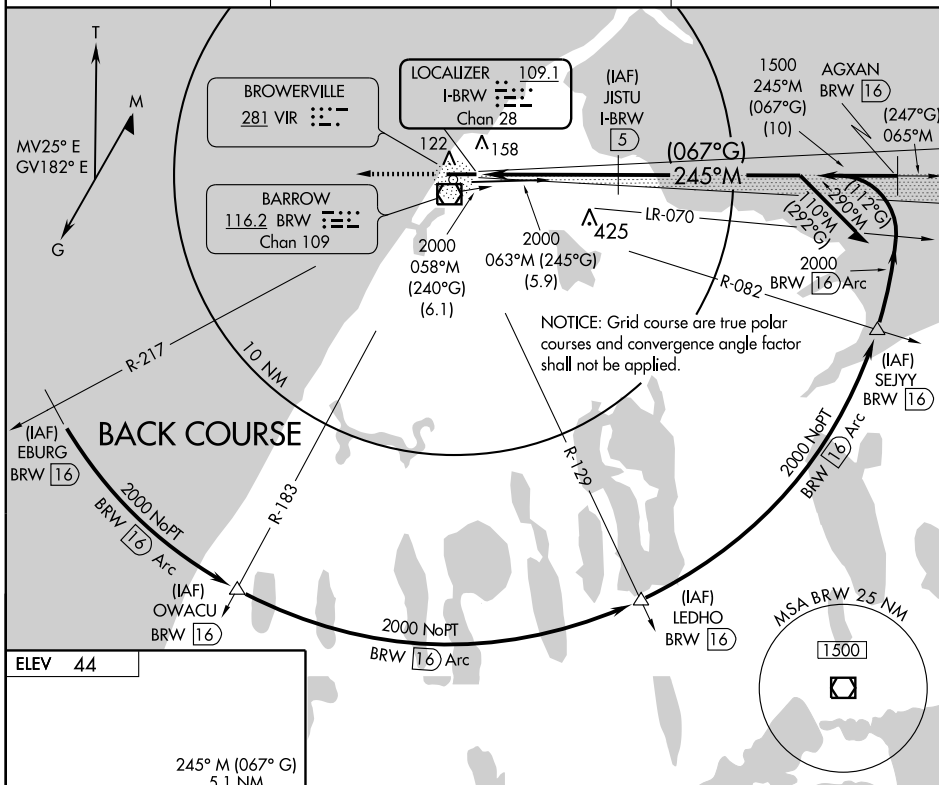
Cat A circling NA north of Rwy 6-24.

MISSED APPROACH: Climb to 2000 then direct
BRW VOR/DME.

ASOS
132.15

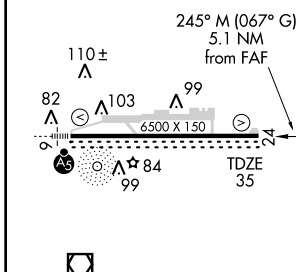
ANCHORAGE CENTER
135.3 239.25


BARROW RADIO
123.6 (CTAF) **L**



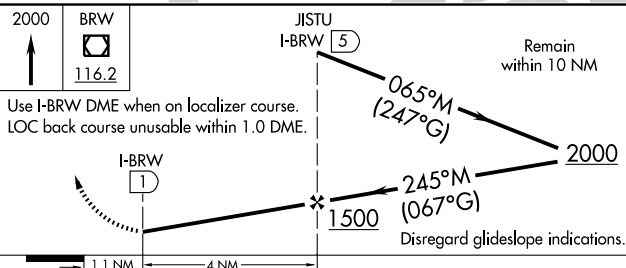
AK. 22 OCT 2009 to 17 DEC 2009

ELEV	44
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2000	BRW
↑	
	<u>116.2</u>

Use I-BRW DME when on localizer course.
LOC back course unusable within 1.0 DME.



CATEGORY	A	B	C	D
S-24	300-1¼ 265 (300-1¼)			
CIRCLING	420-1¼ 376 (400-1¼)	500-1¼ 456 (500-1¼)	500-1½ 456 (500-1½)	600-2 556 (600-2)

REIL Rwy 24
HIRL Rwy 6-24 **L**

NDB RWY 6

NDB IEY	APP CRS	Rwy Idg	6500
248	065° M (247° G)	TDZE	44
		Apt Elev	44

BARROW/WILEY POST-WILL ROGERS MEMORIAL (BRW)(PABR)

DME is colocated with I-BRW localizer.
Inoperative table does not apply to Non-DME S-6 Cat C.

MALSR

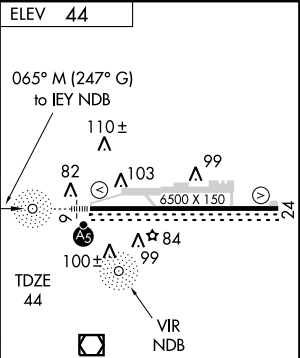
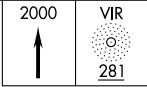
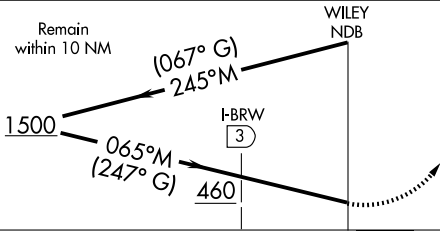
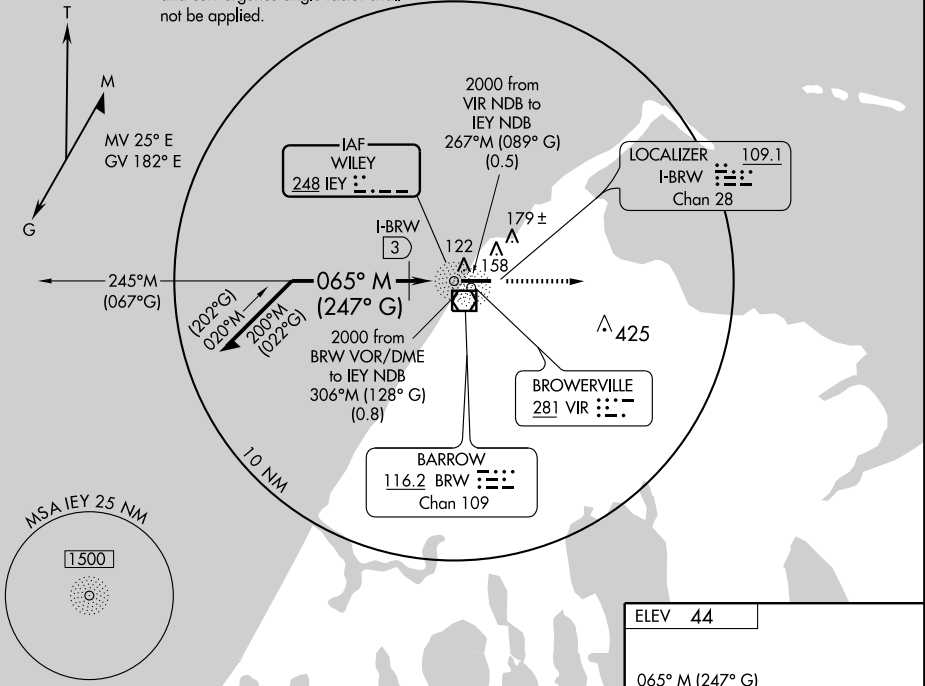
MISSED APPROACH: Climb to 2000 then direct VIR NDB.

ASOS
132.15

ANCHORAGE CENTER
135.3 239.25

BARROW RADIO
123.6 (CTAF) 0

NOTICE: Grid courses are True Polar courses
and convergence angle factor shall
not be applied.



CATEGORY	A	B	C	D
S-6	460/40	416 (500-¾)	460/60	416 (500-1¼)
CIRCLING	460-1 416 (500-1)	500-1 456 (500-1)	500-1½ 456 (500-1½)	600-2 556 (600-2)
DME MINIMA				
S-6	400/40	356 (400-¾)	400/60	356 (400-1¼)

REIL Rwy 24
HIRL Rwy 6-24 0

NDB IEY	APP CRS	Rwy Idg	6500
<u>248</u>	245° M	TDZE	35
	(067° G)	Apt Elev	44

NDB RWY 24

BARROW/ WILEY POST-WILL ROGERS MEMORIAL (BRW)(PABR)



DME is colocated with I-BRW localizer.

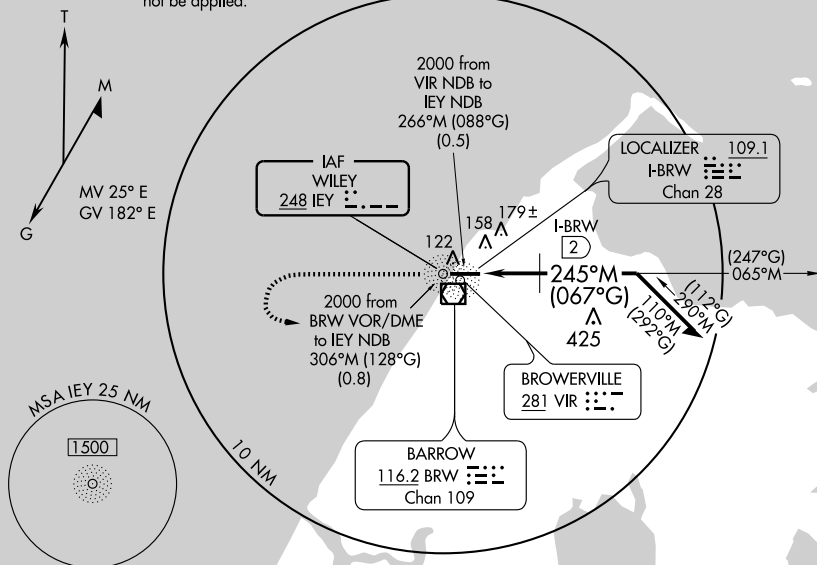
MISSED APPROACH: Climb to 2000 then left turn direct
VIR NDB

ASOS
132.15

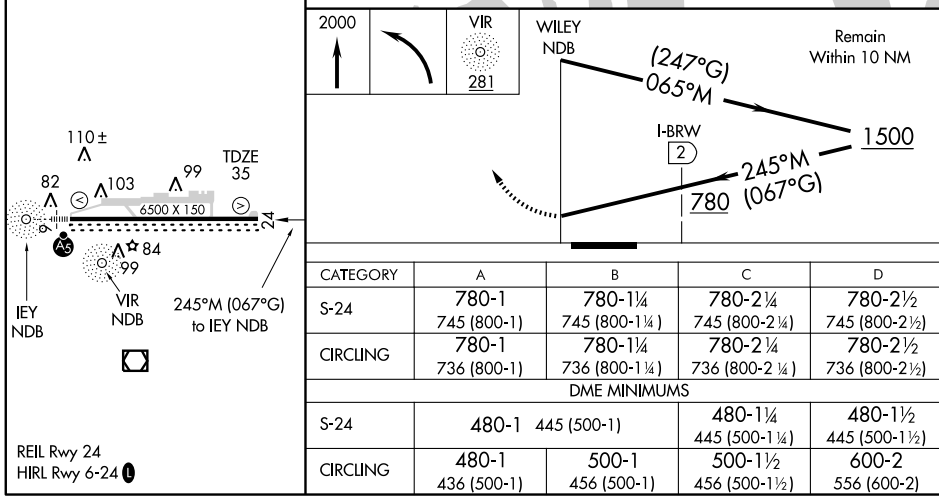
ANCHORAGE CENTER
135.3 239.25

BARROW RADIO
123.6 (CTAF) **L**

NOTICE: Grid courses are True Polar courses and convergence angle factor shall not be applied.



ELEV 44



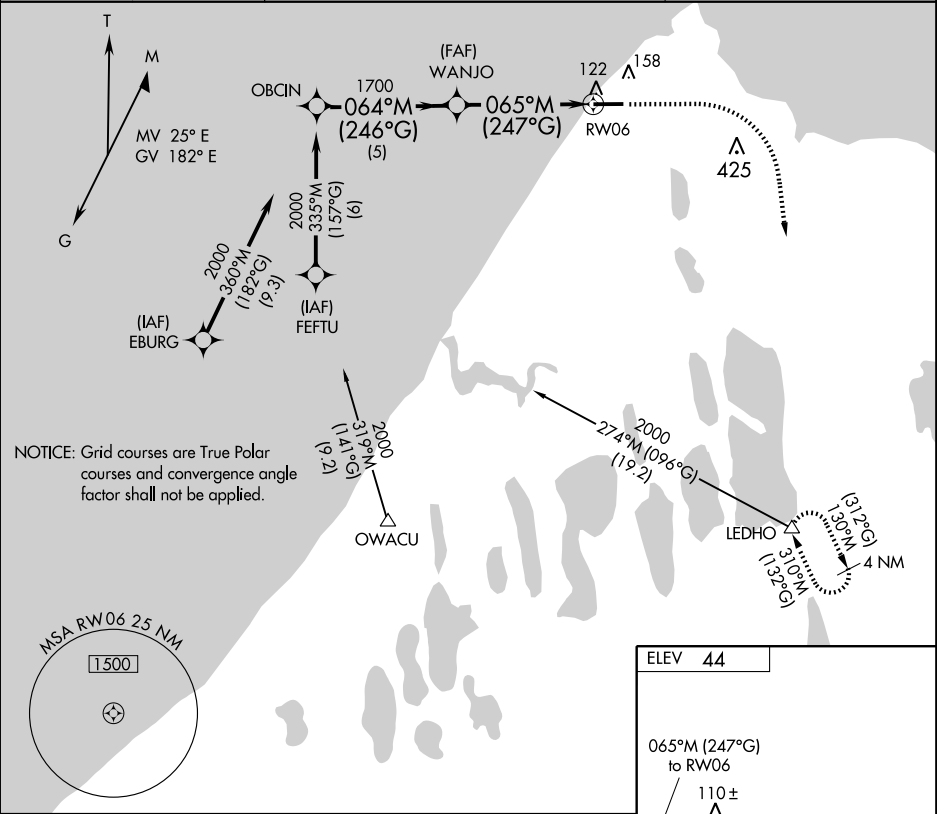
APP CRS	Rwy Idg	6500
065°M	TDZE	44
(247°G)	Apt Elev	44

RNAV (GPS) RWY 6

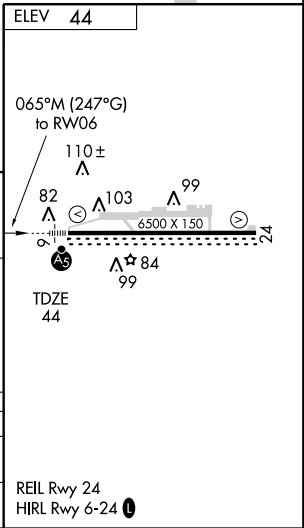
BARROW/WILEY POST-WILL ROGERS MEMORIAL (BRW)(PABR)

NA Cat A circling NA north of Rwy 6-24. DME/DME RNP- 0.3 NA.	MALSR 	MISSED APPROACH: Climb to 1000, then climbing right turn to 2000 direct LEDHO and hold.
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ASOS 132.15	ANCHORAGE CENTER 135.3 239.25	BARROW RADIO 123.6 (CTAF) 0
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Procedure Turn NA				
	5 NM	4 NM	0.9	
CATEGORY	A	B	C	D
LNAV MDA	380/40 336 (400-¾)			380/50 336 (400-1)
CIRCLING	420-1 376 (400-1)	500-1 456 (500-1)	500-1½ 456 (500-1½)	600-2 556 (600-2)



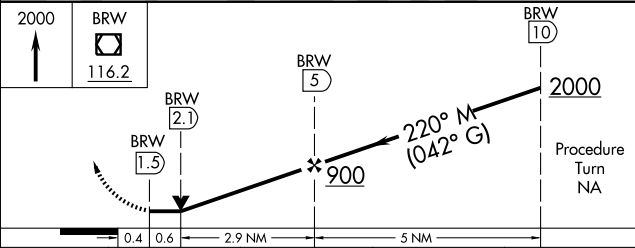
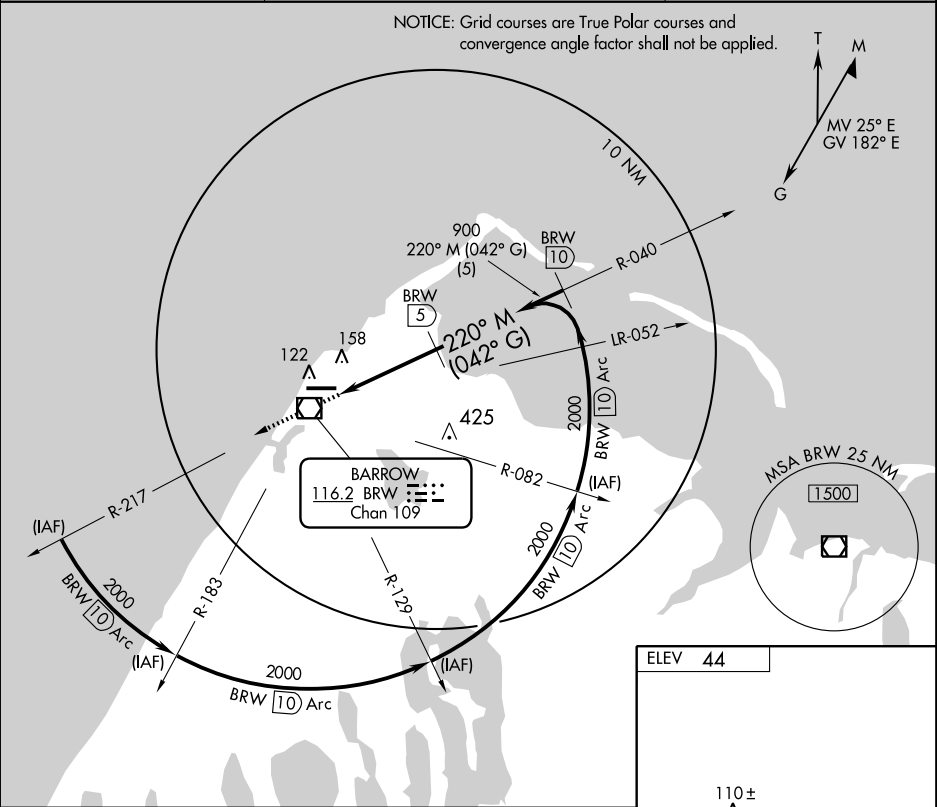
VOR/DME BRW	APP CRS	Rwy Idg	6500
116.2	220° M	TDZE	35
Chan 109	(042° G)	Apt Elev	44

VOR/DME RWY 24

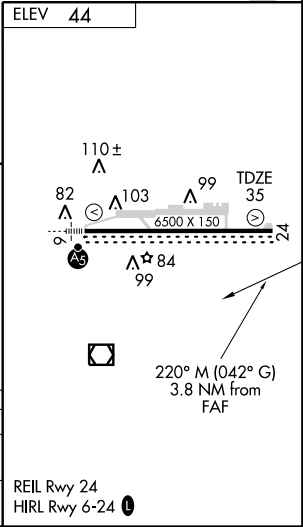
BARROW/WILEY POST-WILL ROGERS MEMORIAL (BRW)(PABR)

Cat A circling NA north of Rwy 6-24.	MISSED APPROACH: Climb to 2000 then direct BRW VOR/DME.
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ASOS 132.15	ANCHORAGE CENTER 135.3 239.25	BARROW RADIO 123.6 (CTAF) 0
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CATEGORY	A	B	C	D
S-24	420-1	385 (400-1)		420-1¼ 385 (400-1¼)
CIRCLING	420-1 376 (400-1)	500-1 456 (500-1)	500-1½ 456 (500-1½)	600-2 556 (600-2)



VOR RWY 24

VOR/DME BRW	APP CRS	Rwy Idg	6500
116.2	220°M	TDZE	35
Chan 109	(042°G)	Apt Elev	44

BARROW/WILEY POST-WILL ROGERS MEMORIAL (BRW)(PABR)

MISSED APPROACH: Climb to 2000 then direct BRW VOR/DME.

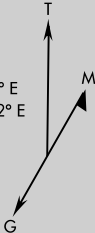
ASOS
132.15

ANCHORAGE CENTER
135.3 239.25

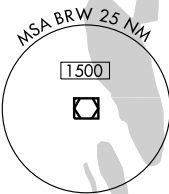
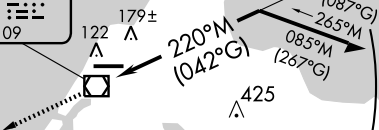
BARROW RADIO
123.6 (CTAF) 0

NOTICE: Grid course are True Polar courses
and convergence angle factor shall
not be applied.

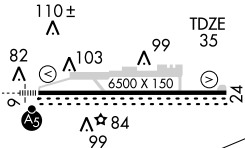
MV25° E
GV182° E



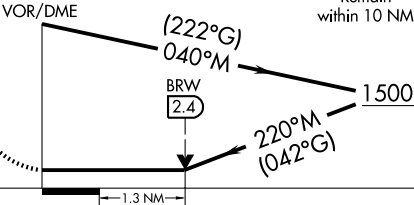
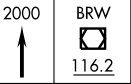
IAF
BARROW
116.2 BRW
Chan 109



ELEV 44



220° M (042°G)
to BRW VOR/DME



REIL Rwy 24
HIRL Rwy 6-24 0

CATEGORY	A	B	C	D
S-24	480-1	445 (500-1)	480-1¼ 445 (500-1¼)	480-1½ 445 (500-1½)
CIRCLING	480-1 436 (500-1)	500-1 456 (500-1)	500-1½ 456 (500-1½)	600-2 556 (600-2)

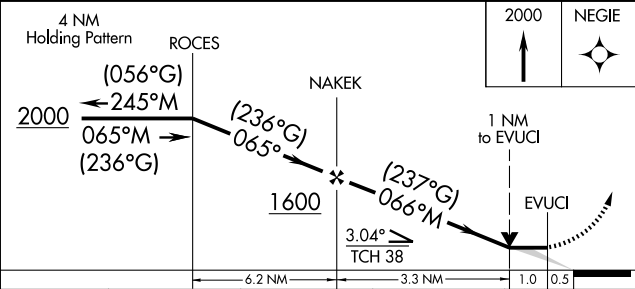
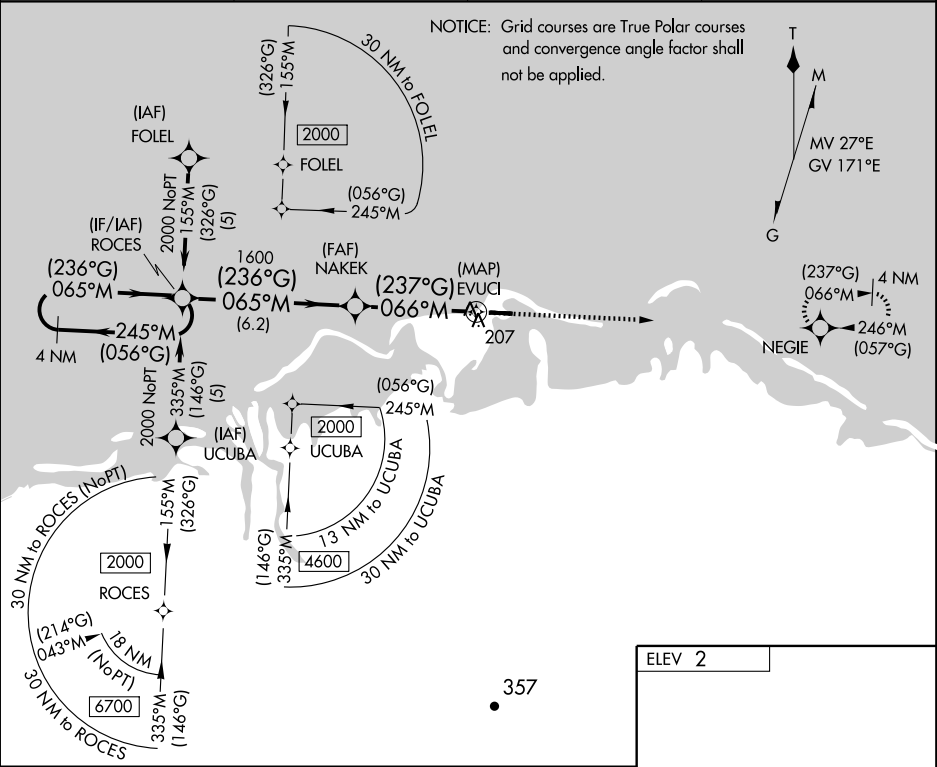
APP CRS	Rwy Idg	4820
066° M	TDZE	2
(237° G)	Apt Elev	2

RNAV (GPS) RWY 7

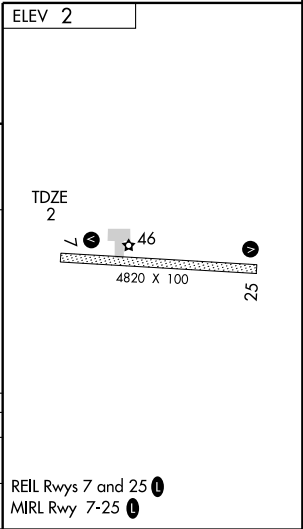
BARTER ISLAND LRRS (BTI)(PABA)

<div><div>⚠</div><div>DME/DME RNP-0.3 NA. When local altimeter setting not received, procedure NA.</div></div>	<div>MISSED APPROACH: Climb to 2000 direct NEGIE and hold.</div>
--	--

ANCHORAGE CENTER 120.6	DEADHORSE RADIO 122.0	BARTER ISLAND RADIO 126.2 (CTAF)	122.8 0
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CATEGORY	A	B	C	D
LNAV MDA	520-1	518 (600-1)	520-1½ 518 (600-1½)	520-1¾ 518 (600-1¾)
CIRCLING	560-1	558 (600-1)	560-1½ 558 (600-1½)	560-2 558 (600-2)



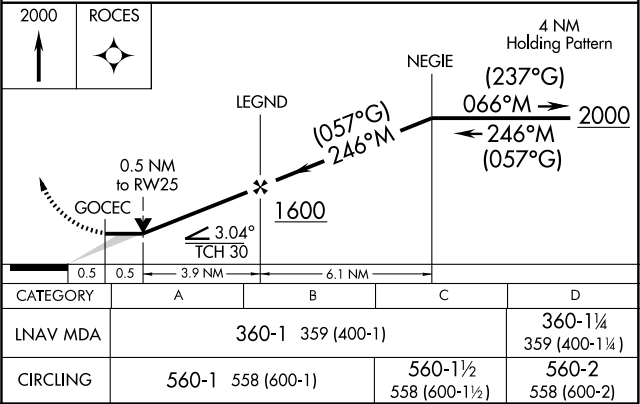
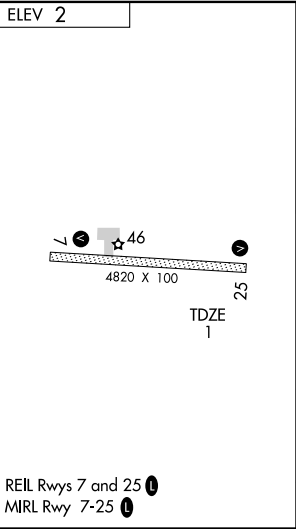
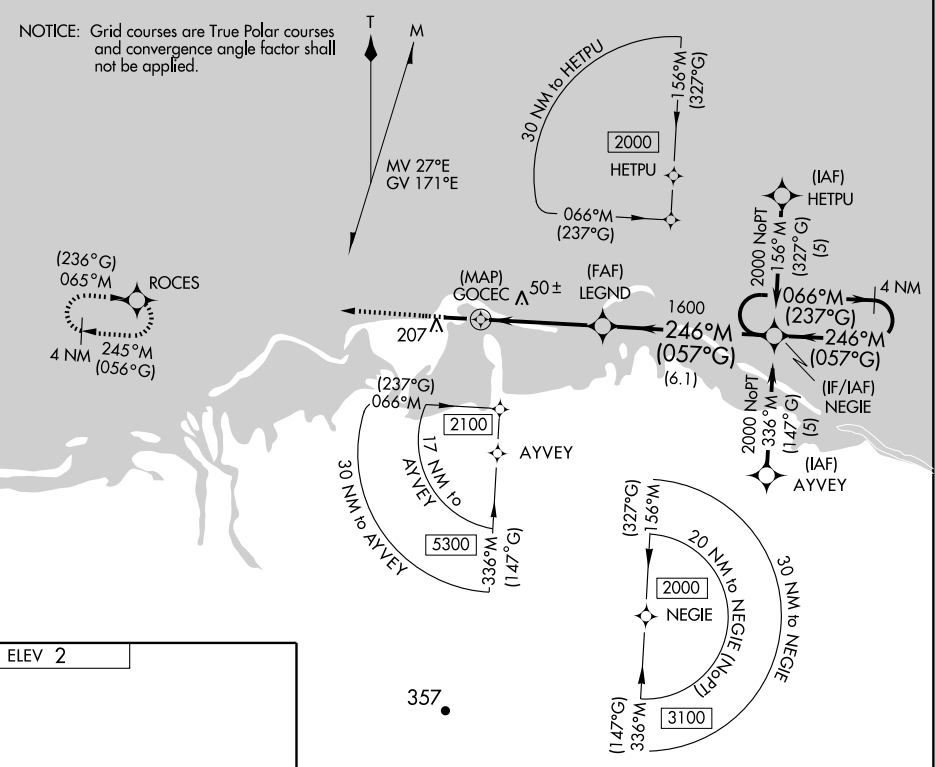
APP CRS	Rwy Idg	4820
246° M	TDZE	1
(057° G)	Apt Elev	2

RNAV (GPS) RWY 25

BARTER ISLAND LRRS (BTI)(PABA)

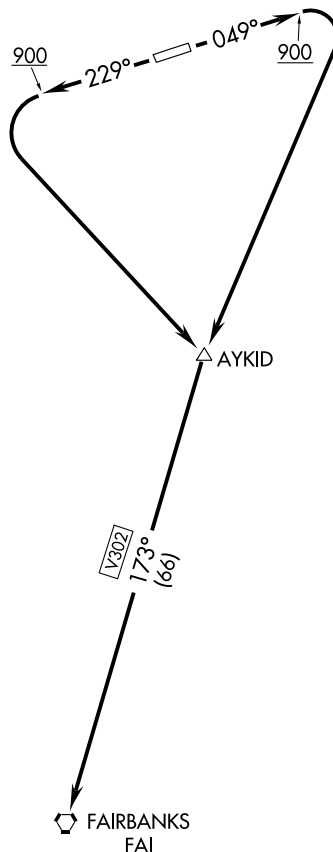
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, procedure NA.	MISSED APPROACH: Climb to 2000 direct ROCES and hold.
---	---

ANCHORAGE CENTER 120.6	DEADHORSE RADIO 122.0	BARTER ISLAND RADIO 126.2 (CTAF)	122.8 0
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FAIRBANKS ONE DEPARTURE (RNAV)

FORT YUKON AWOS-3
125.8
FAIRBANKS RADIO
122.1
CTAF
122.9



NOTE: RNAV 1.

NOTE: GPS required.

TAKE-OFF MINIMUMS

Rwy 5, 23: Standard.

TAKE-OFF OBSTACLE NOTES

- Rwy 5: Multiple trees beginning 229' from DER, 262' right of centerline, up to 60' AGL/419' MSL.
Multiple trees beginning 1263' from DER, 373' right of centerline, up to 60' AGL/419' MSL.
Vehicle on road 392' from DER, 9' right of centerline, 10' AGL/369' MSL.
- Rwy 23: Multiple trees beginning 1259' from DER, 374' right of centerline, up to 60' AGL/419' MSL.
Multiple trees beginning 1277' from DER, 366' left of centerline, up to 60' AGL/419' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb heading 049° to 900', then right turn direct AYKID, then via depicted route, Thence

TAKE-OFF RUNWAY 23: Climb heading 229° to 900', then left turn direct AYKID, then via depicted route, Thence

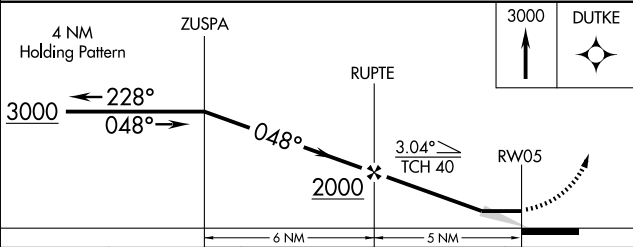
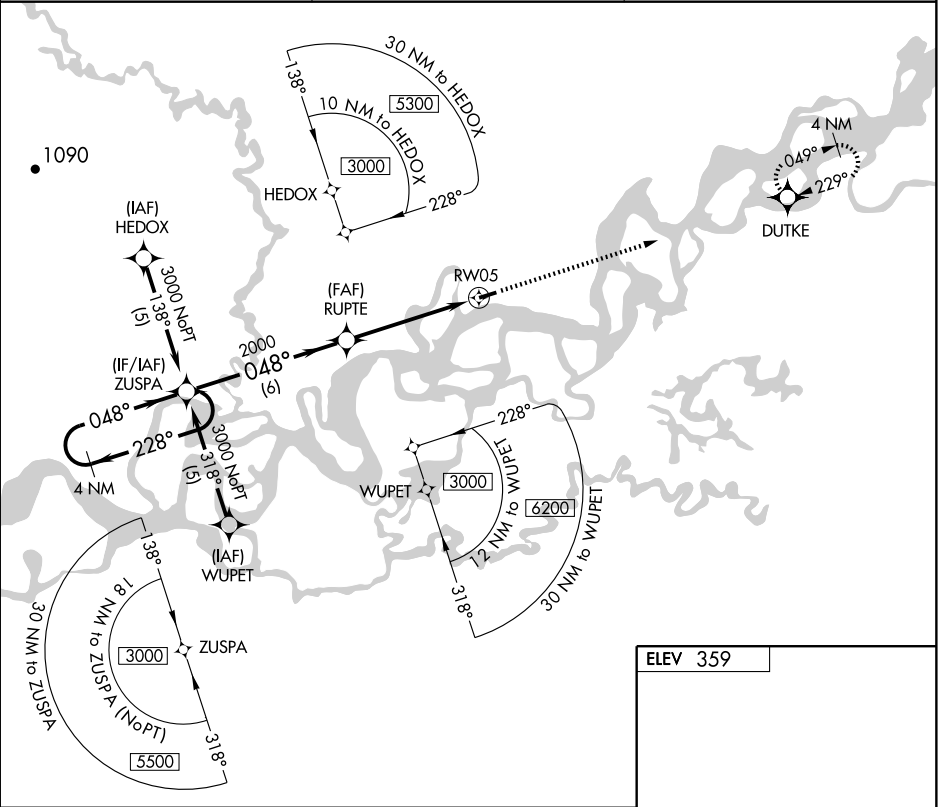
.... maintain 7000 or as assigned by ATC.

APP CRS	Rwy Idg	3954
048°	TDZE	359
	Apt Elev	359

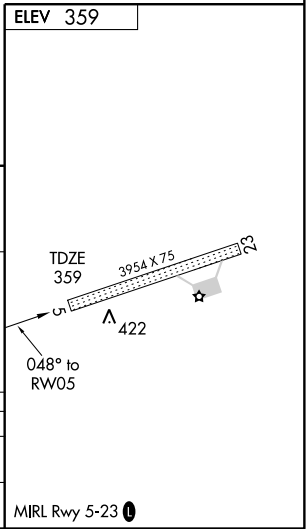
RNAV (GPS) RWY 5
BEAVER (WBQ)(PAWB)

NA	DME/DME RNP-0.3 NA. Use Fort Yukon altimeter setting.	MISSED APPROACH: Climb to 3000 direct DUTKE and hold.
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FORT YUKON AWOS-3 125.8	FAIRBANKS RADIO 122.1	CTAF 122.9
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CATEGORY	A	B	C	D
LNAV MDA	880-1 521 (600-1)		880-1½ 521 (600-1½)	NA
CIRCLING	920-1 561 (600-1)		920-1½ 561 (600-1½)	NA



APP CRS
229°

Rwy Idg
3954

TDZE
359

Apt Elev
359

RNAV (GPS) RWY 23

BEAVER (WBQ)(PAWB)

NA

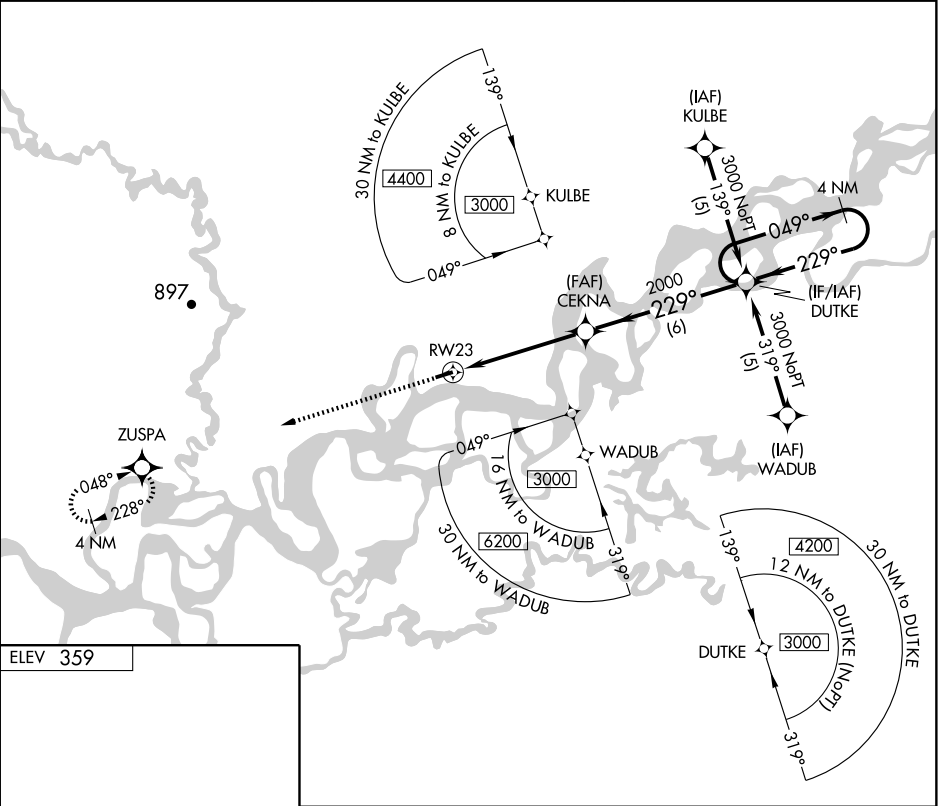
DME/DME RNP-0.3 NA.
Use Fort Yukon altimeter setting.

MISSED APPROACH: Climb to 3000 direct ZUSPA and hold.

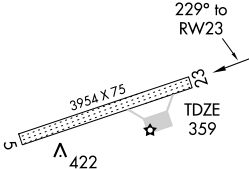
FORT YUKON AWOS-3
125.8

FAIRBANKS RADIO
122.1

CTAF
122.9



ELEV 359

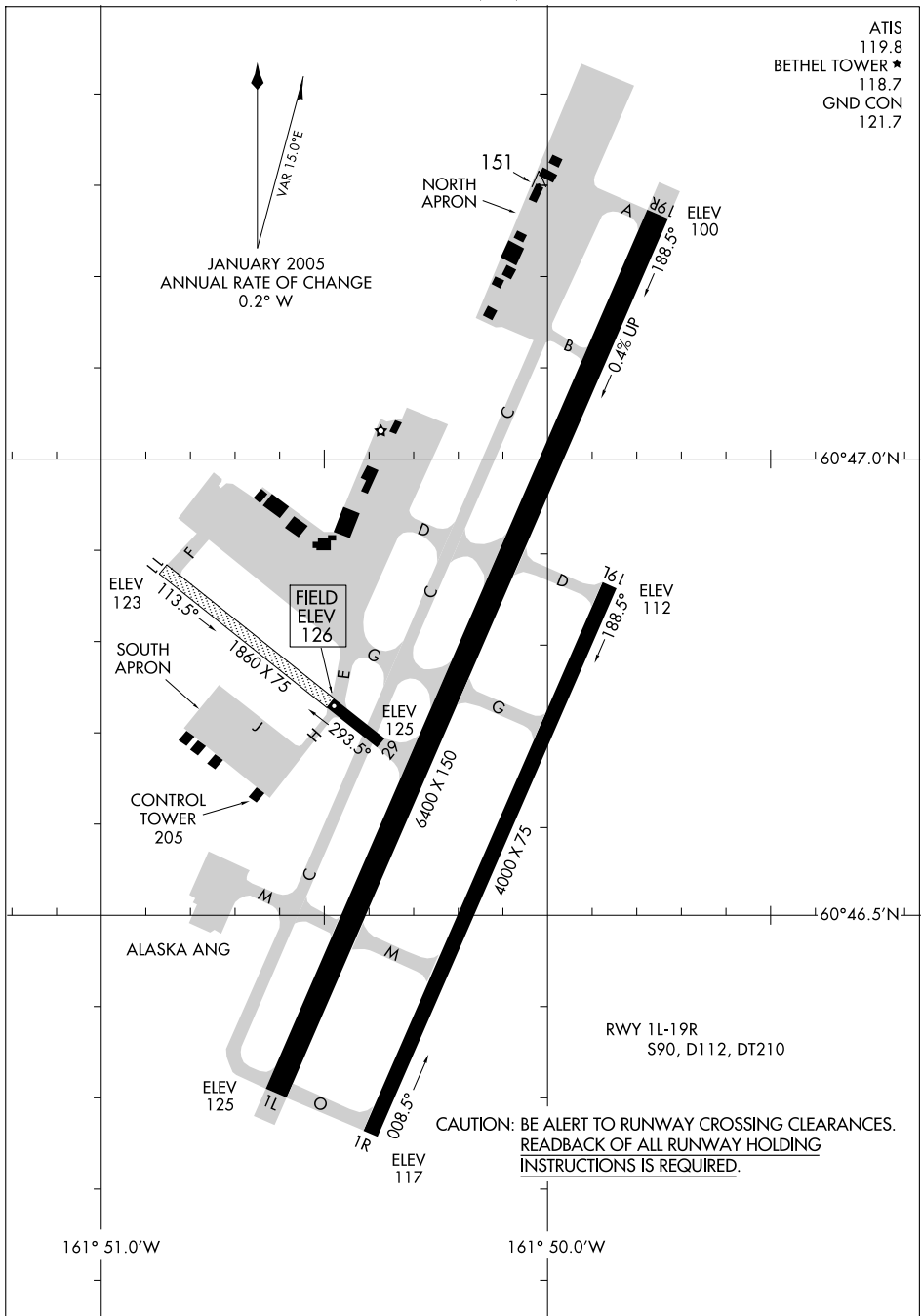


	3000	ZUSPA		DUTKE	4 NM Holding Pattern
			CEKNA		
			2000		
			229°	049°	3000
			5 NM	6 NM	
CATEGORY	A	B	C	D	
LNAB MDA	860-1	501 (600-1)	860-1½ 501 (600-1½)	NA	
CIRCLING	920-1	561 (600-1)	920-1½ 561 (600-1½)	NA	

AIRPORT DIAGRAM

AL-5001 (FAA)

BETHEL (BET)(PABE)
BETHEL, ALASKA



AK, 22 OCT 2009 to 17 DEC 2009

LOC/DME I-BET	APP CRS	Rwy Idg	6400
111.5	009°	TDZE	125
Chan 52		Apt Elev	126

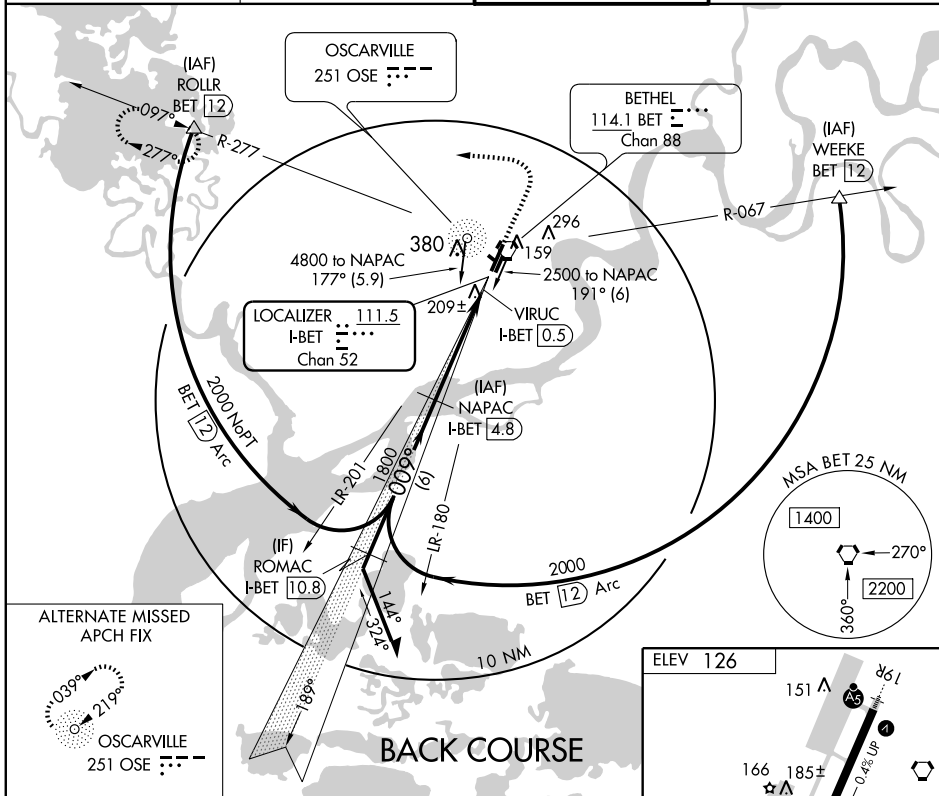
LOC/DME BC RWY 1L BETHEL (BET)(PABE)

⚠ Circling to Rwy 12-30 and 1R-19L NA at night.
For inoperative MALSR, increase Cat D visibility to RVR 5000.
Circling NA west of Rwy 1L-19R.

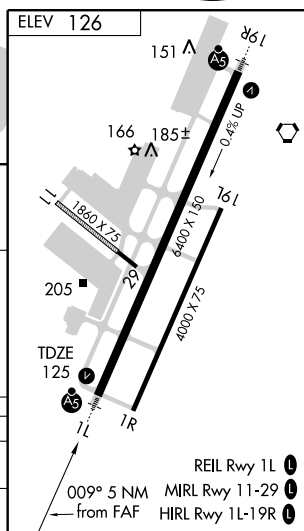


MISSED APPROACH: Climb to 700, then climbing left turn to 2000 via BET VORTAC R-277 to ROLLR/BET 12 DME and hold.

ATIS 119.8	ANCHORAGE CENTER 125.2 372.0	BETHEL TOWER ★ 118.7 (CTAF) 0	GND CON 121.7
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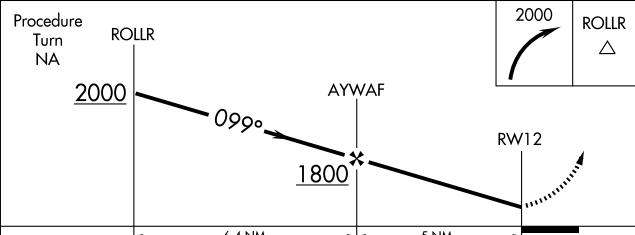
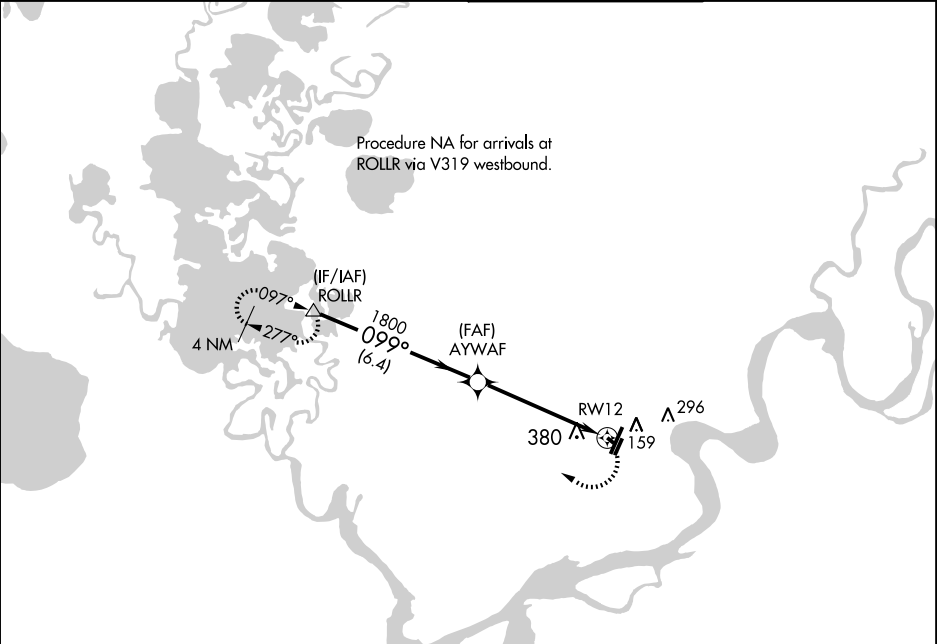
Remain within 10 NM	1800	189°	009°	1800	2000	700	2000	ROLLR
Use I-BET DME when on localizer course. Disregard glide slope indications.	3.04°	TCH 47	4.3 NM	0.7	VIRUC I-BET 0.5			
CATEGORY	A	B	C	D				
S-1L	460/24	335 (400-½)		460/40				
				335 (400-¾)				
CIRCLING	520-1 394 (400-1)	580-1 454 (500-1)	600-1½ 474 (500-1½)	680-2 554 (600-2)				



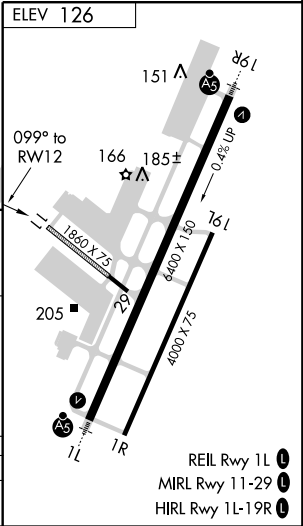
RNAV (GPS)-A
BETHEL(BET)(PABE)

APP CRS	Rwy Idg	N/A
099°	TDZE	N/A
	Apt Elev	126

▼ Circling to Rwy 12-30 and 1R-19L NA at night. Circling NA west of Rwy 1L-19R. DME/DME RNP- 0.3 NA.		MISSED APPROACH: Climbing right turn to 2000 direct ROLLR and hold.	
ATIS 119.8	ANCHORAGE CENTER 125.2 372.0	BETHEL TOWER ★ 118.7 (CTAF) 0	GND CON 121.7



CATEGORY	A	B	C	D
CIRCLING	640-1	514 (600-1)	640-1½ 514 (600-1½)	680-2 554 (600-2)



WAAS CH 42707 W01A	APP CRS 009°	Rwy Idg TDZE 6400 125 Apt Elev 126
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RNAV (GPS) RWY 1L
BETHEL (BET)(PABE)

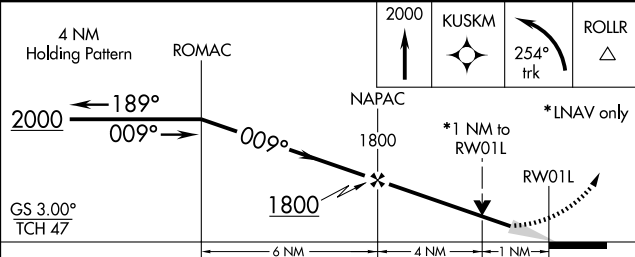
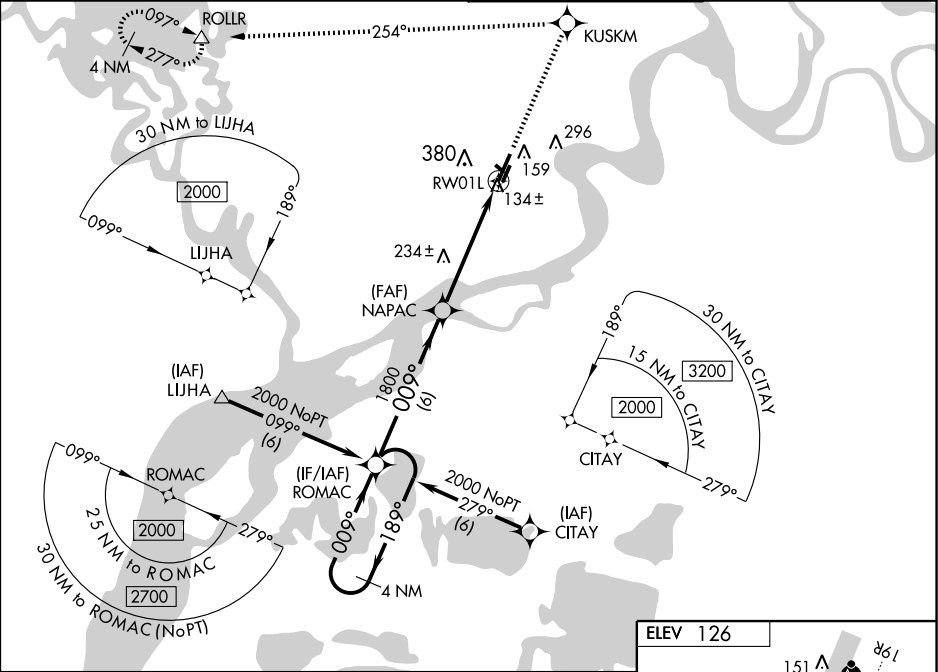
⚠ Circling to Rwy 12-30 and 1R-19L NA at night.
W For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000.
Circling NA west of Rwy 1L-19R.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

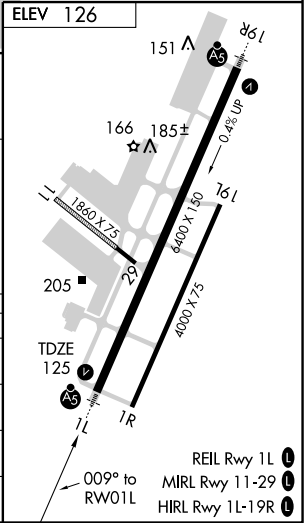


MISSED APPROACH: Climb to 2000 direct KUSKM and left turn via 254° track to ROLLR and hold.

ATIS 119.8	ANCHORAGE CENTER 125.2 372.0	BETHEL TOWER ★ 118.7 (CTAF) 0	GND CON 121.7
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CATEGORY	A	B	C	D
LPV DA	375/24	250 (300-½)		
LNAV/VNAV DA	553/50	428 (500-1)		
LNAV MDA	500/24	375 (400-½)		500/50 375 (400-1)
CIRCLING	520-1 394 (400-1)	580-1 454 (500-1)	600-1½ 474 (500-1½)	680-2 554 (600-2)

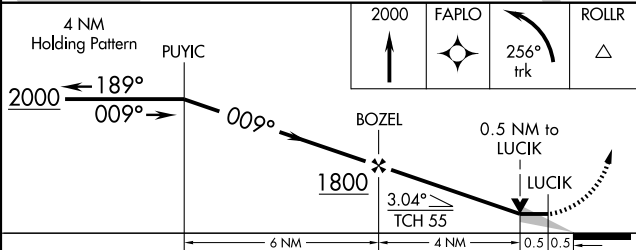
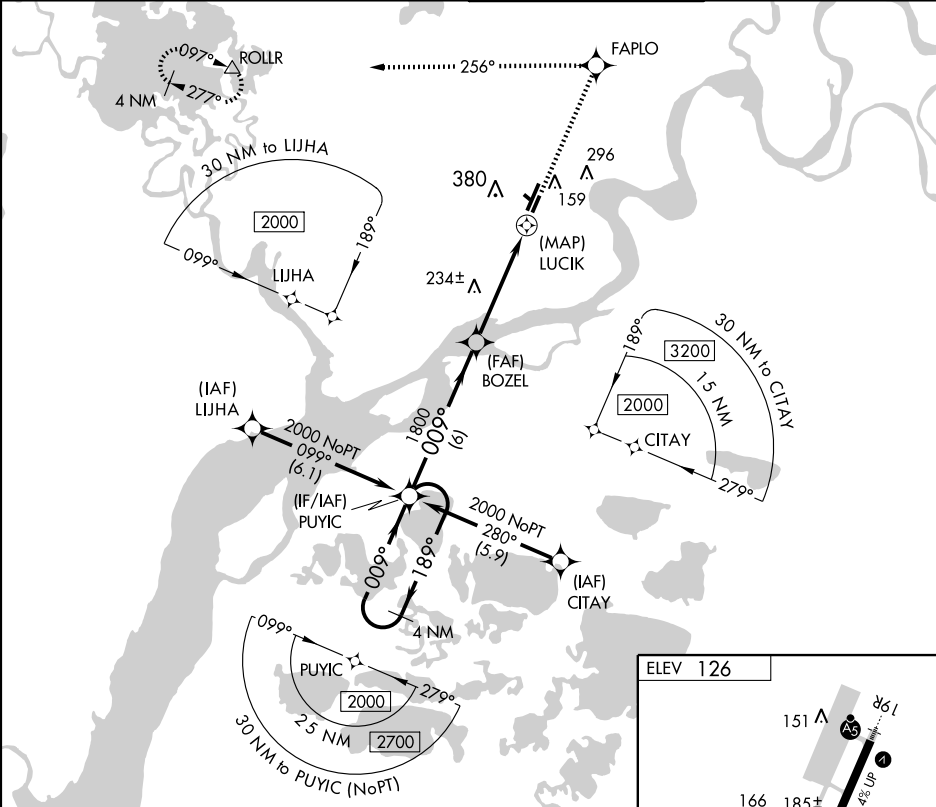


APP CRS	Rwy Idg	4000
009°	TDZE	119
	Apt Elev	126

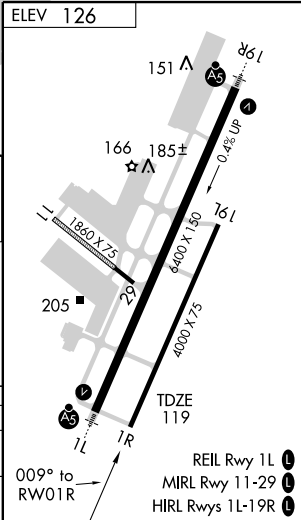
RNAV (GPS) RWY 1R

BETHEL (BET)(PABE)

<div><div></div><div>Circling to Rwy 12-30 and 1R-19L NA at night. Circling NA west of Rwy 1L-19R. DME/DME RNP-0.3 NA. Procedure NA at night.</div></div>	MISSED APPROACH: Climb to 2000 direct FAPLO then left turn via 256° track to ROLLR and hold.		
ATIS 119.8	ANCHORAGE CENTER 125.2 372.0	BETHEL TOWER ★ 118.7 (CTAF) 0	GND CON 121.7



CATEGORY	A	B	C	D
LNAV MDA	500-1	381 (400-1)	500-1 1/4	381 (400-1 1/4)
CIRCLING	520-1 394 (400-1)	580-1 454 (500-1)	600-1 1/2 474 (500-1 1/2)	680-2 554 (600-2)



APP CRS	Rwy Idg	4000
190°	TDZE	119
	Apt Elev	126

RNAV (GPS) RWY 19L
BETHEL (BET)(PABE)

⚠ Circling to Rwy 12-30 and 1R-19L NA at night.
Circling NA west of Rwy 1L-19R.
DME/DME RNP-0.3 NA. Procedure NA at night.

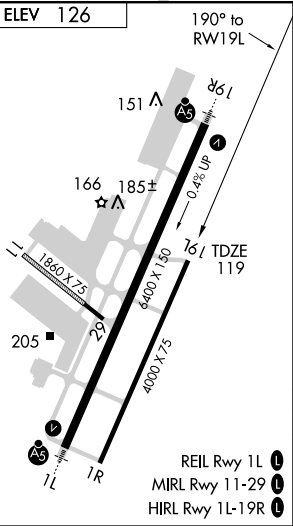
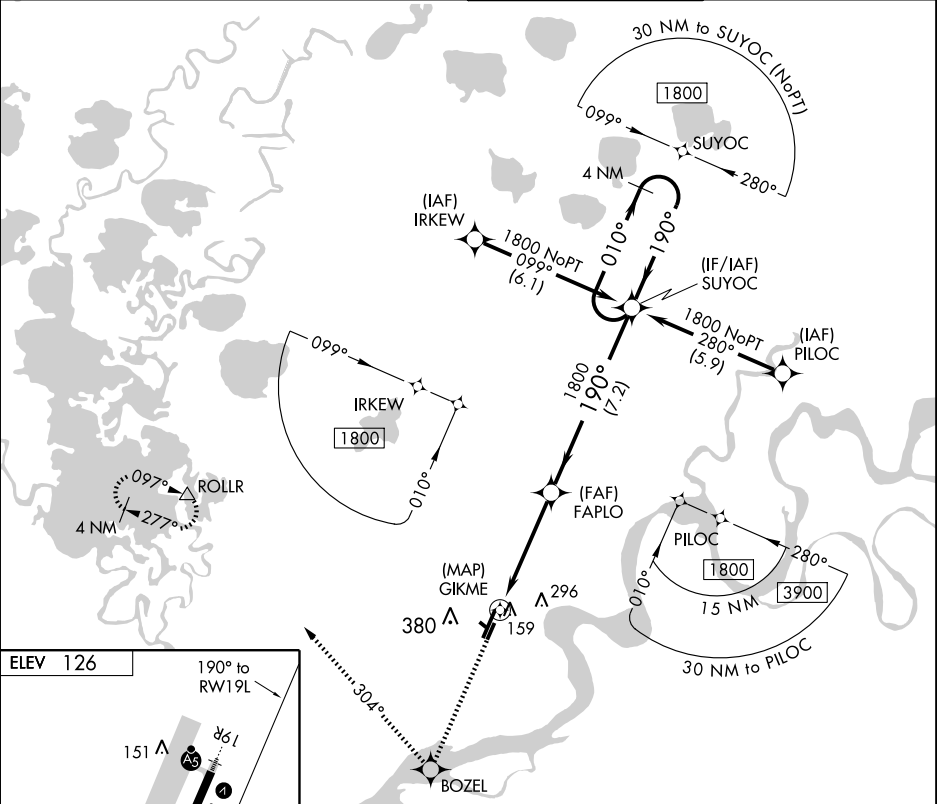
MISSED APPROACH: Climb to 2000 direct BOZEL and right turn via 304° track to ROLLR and hold.


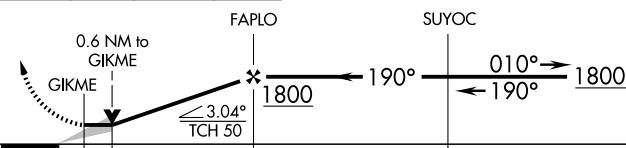
ATIS
119.8

ANCHORAGE CENTER
125.2 372.0

BETHEL TOWER ★
118.7 (CTAF) 0

GND CON
121.7



2000 ↑	BOZEL ✦	 304° trk	ROLLR △	4 NM Holding Pattern			
 <p>Diagram details: The diagram shows a holding pattern starting at GIKME. A dashed line indicates a 0.6 NM distance to GIKME. A solid line segment of 0.5 NM leads to a 30.4° turn (TCH 50) towards FAPLO. The distance from FAPLO to SUYOC is 7.2 NM. The holding pattern is defined by 180° and 190° headings. The distance from SUYOC back to GIKME is 0.6 NM.</p>							
CATEGORY	A		B		C		D
LNNAV MDA	520-1 401 (400-1)		520-1¼ 401 (400-¼)				
CIRCLING	520-1 394 (400-1)		580-1 454 (500-1)		600-1½ 474 (500-1½)		680-2 554 (600-2)

WAAS CH 70507 W19A	APP CRS 190°	Rwy Idg 6400 TDZE 118 Apt Elev 126
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RNAV (GPS) RWY 19R
BETHEL (BET) (PABE)

T Circling to Rwy 12-30 and 1R-19L NA at night.
W For inoperative MALSR, increase LPV all Cats visibility to RVR 5000.
 Circling NA west of Rwy 1L-19R.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F).
 DME/DME RNP-0.3 NA.

MALS



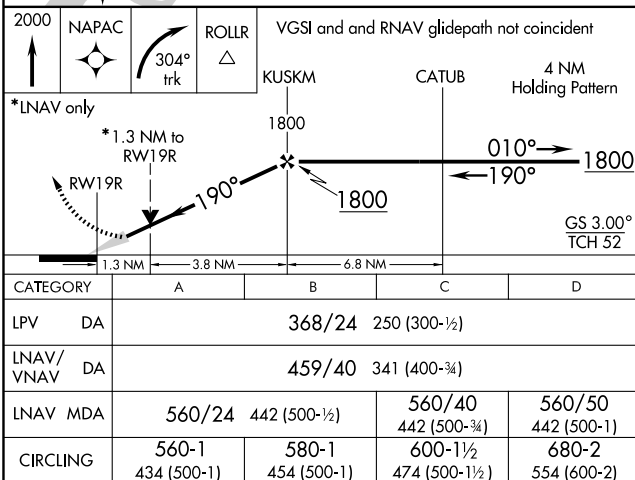
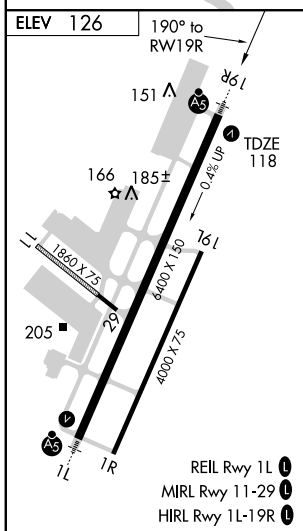
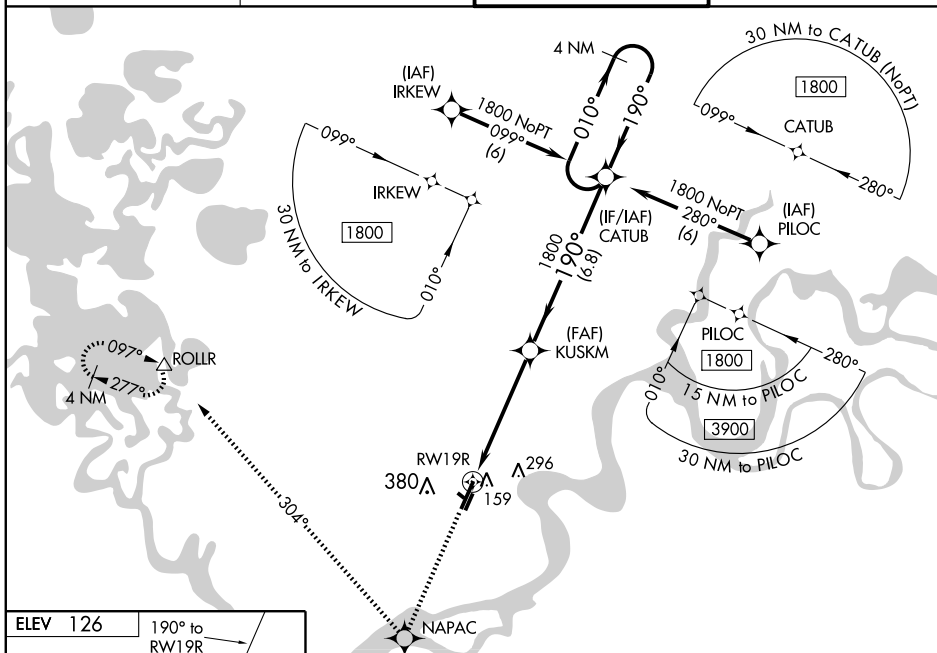
MISSED APPROACH: Climb to 2000
direct NAPAC and right turn via 304°
track to ROLLR and hold.

ATIS
119.8

ANCHORAGE CENTER
125.2 372.0

BETHEL TOWER ★
118.7 (CTAF) L

GND CON
121.7



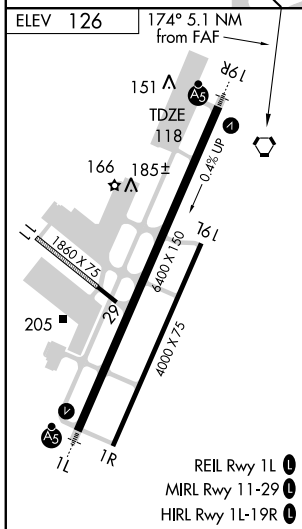
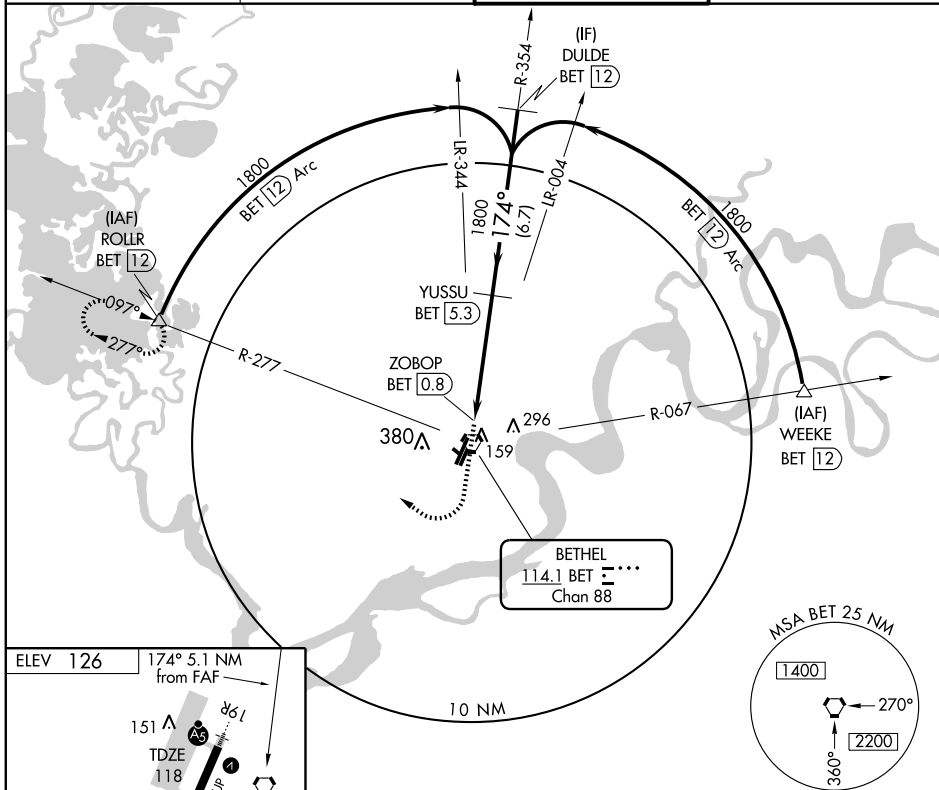
VORTAC BET	APP CRS	Rwy Idg	6400
114.1	174°	TDZE	118
Chan 88		Apt Elev	126

VOR/DME RWY 19R

BETHEL (BET)(PABE)

<p>⚠ Circling to Rwy 12-30 and 1R-19L NA at night. Inoperative table does not apply to Cat D. Circling NA west of Rwy 1L-19R.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 700, then climbing right turn to 2000 via BET VORTAC R-277 to ROLLR/12 DME and hold.</p>
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ATIS 119.8	ANCHORAGE CENTER 125.2 372.0	BETHEL TOWER ★ 118.7 (CTAF) 0	GND CON 121.7
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700	2000	ROLLR	YUSSU	DULDE
↑	BET R-277	△	BET 5.3	BET 12
<p>1800 174° 1800 ≤ 3.03° TCH 47 0.6 4.5 NM 6.7 NM</p>				
CATEGORY	A	B	C	D
S-19R	420/24 302 (300-½)			
CIRCLING	520-1 394 (400-1)	580-1 454 (500-1)	600-1½ 474 (500-1½)	680-2 554 (600-2)

LOC/DME I-BTT	APP CRS	Rwy Idg	5190
108.7	012°	TDZE	642
Chan 24		Apt Elev	647

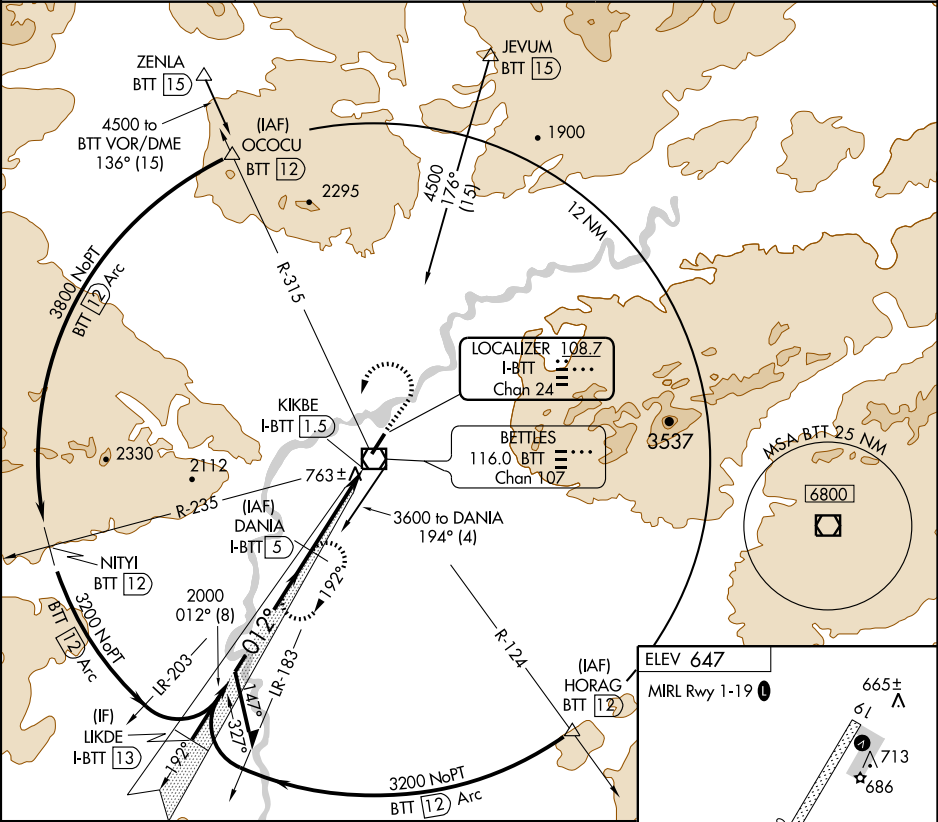
LOC/DME RWY 1
BETTLES (BTT)(PABT)

⚠ Circling not authorized east of Rwy 1-19.
Inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 1900 then climbing left turn to 3600 via South course to DANIA/I-BTT 5 DME and hold, continue climb-in-hold to 3600.

ASOS 135.450	ANCHORAGE CENTER 124.6 352.0	FAIRBANKS RADIO 122.20	CTAF 122.9 0
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Remain within 10 NM

3600

192°

012°

Use I-BTT DME when on Localizer Course.

2000

3.07° TCH 36

3.5 NM

0.6

DANIA I-BTT (5)

1900

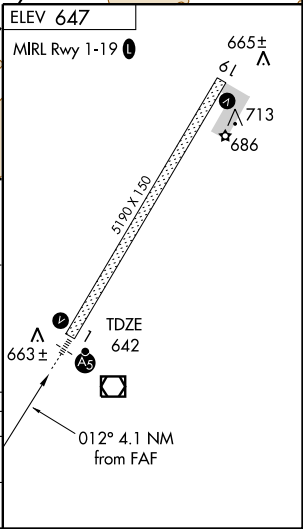
3600

I-BTT S crs

DANIA I-BTT (5)

KIKBE I-BTT (1.5)

CATEGORY	A	B	C	D
S-1	1020-1	378 (400-1)		1020-1¼ 378 (400-1¼)
CIRCLING	1080-1 433 (500-1)	1100-1 453 (500-1)	1100-1½ 453 (500-1½)	1200-2 553 (600-2)



APP CRS	Rwy Idg	5190
012°	TDZE	642
	Apt Elev	647

RNAV (GPS) RWY 1
BETTES(BTT)(PABT)

T Inoperative table does not apply.
Circling NA east of Rwy 1-19.
DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.

MALSR



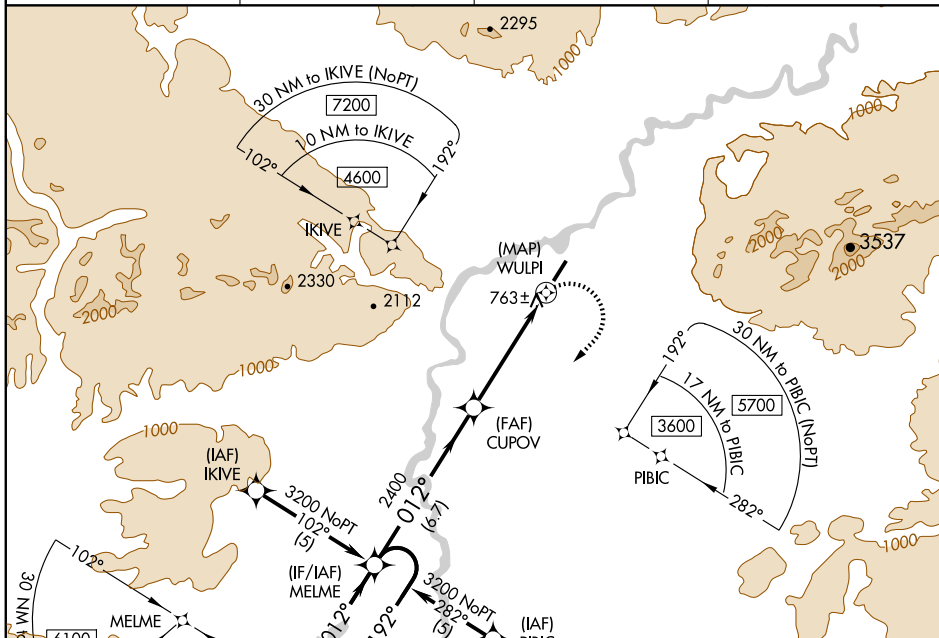
MISSED APPROACH: Climbing right turn to 3200 direct MELME and hold.

ASOS
135.450

ANCHORAGE CENTER
124.6 352.0

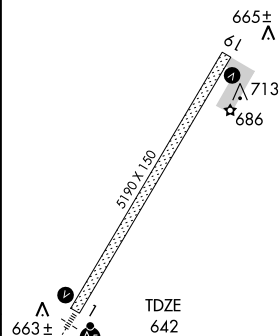
FAIRBANKS RADIO
122.20

CTAF
122.9 **L**



ELEV 647

MIRL Rwy 1-19 L



AK. 22 OCT 2009 to 17 DEC 2009

4 NM
Holding Pattern

3200

MELME

CUPOV

3.04°

WULPI

$$\begin{array}{r} 3200 \quad \leftarrow 192^\circ \\ \hline \quad \quad 012^\circ \end{array}$$

CATEGORY	A	B	C	D
LNAB MDA	1060-1	418 (500-1)	1060-1¼	418 (500-1¼)
CIRCLING	1080-1 433 (500-1)	1100-1 453 (500-1)	1100-1½ 453 (500-1½)	1200-2 553 (600-2)

TDZE
642

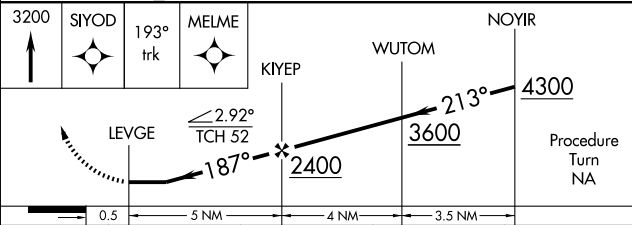
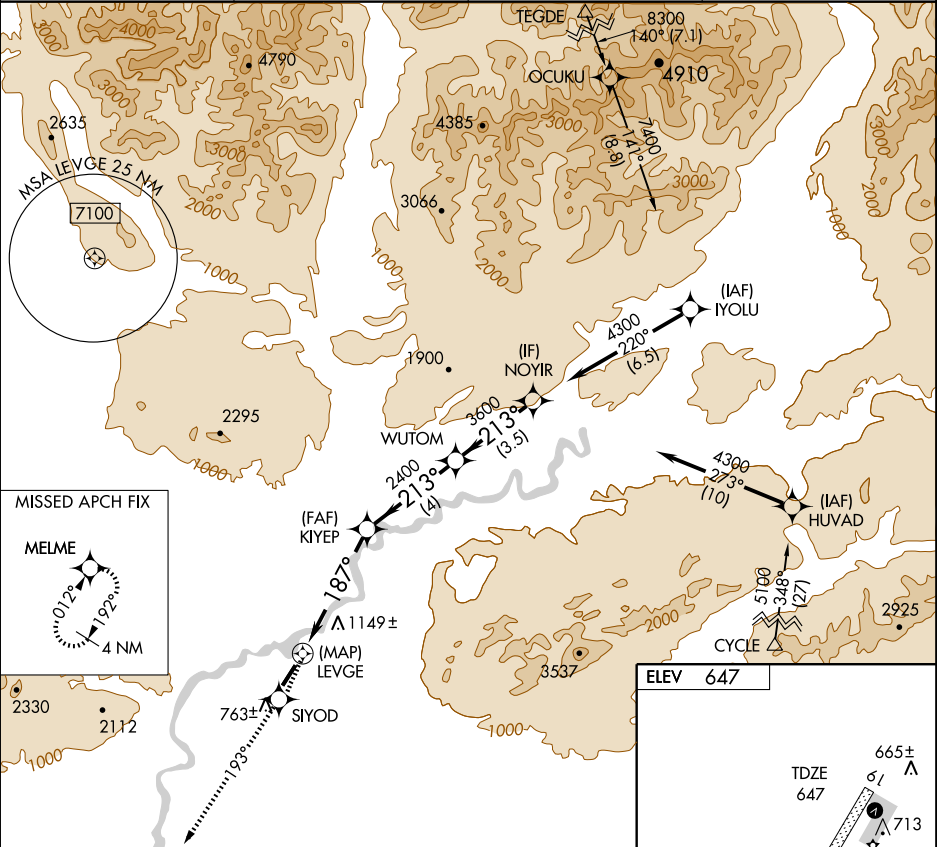
RNAV (GPS) RWY 19
BETTLES(BTT)(PABT)

APP CRS 187°	Rwy Idg TDZE Apt Elev	5190 647 647
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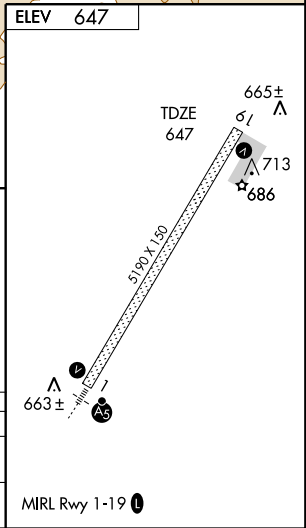
▼ Circling NA east of Rwy 1-19.
▲ DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3200 direct SIYOD and via 193° track to MELME and hold.

ASOS 135.450	ANCHORAGE CENTER 124.6 352.0	FAIRBANKS RADIO 122.20	CTAF 122.9 0
-----------------	---------------------------------	---------------------------	-----------------

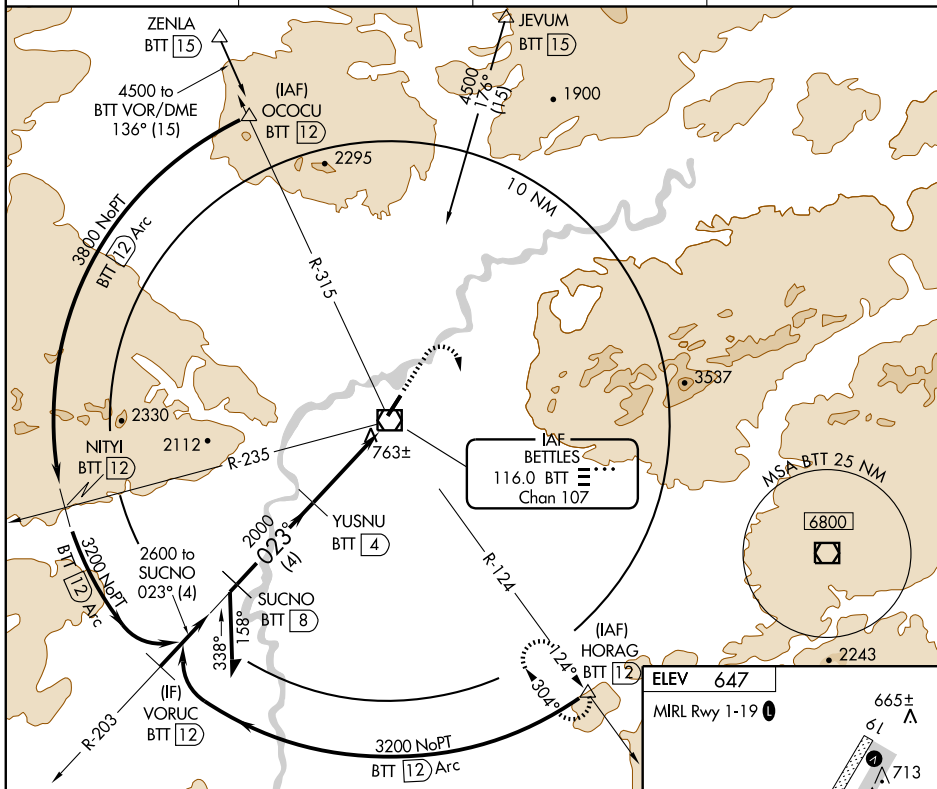


CATEGORY	A	B	C	D
LNAV, MDA	1360-1 713 (800-1)	1360-2 713 (800-2)	1360-2 713 (800-2)	1360-2 713 (800-2)
CIRCLING	1360-1 713 (800-1)	1360-2 713 (800-2)	1360-2 713 (800-2)	1360-2 713 (800-2)

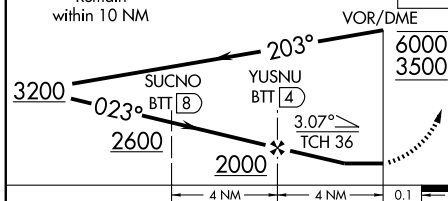


MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 3500 via BTT VOR/DME R-124 to HORAG/BTT 12 DME and hold

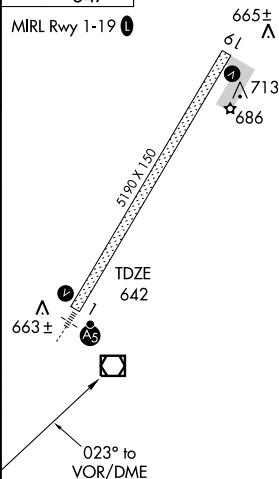
CTAF
122.9 L

1100 ↑	3500 ↗	BTT R-124	HORAG △
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CATEGORY	A	B	C	D
S-1	1020-1 378 (400-1)			1020-1¼ 378 (400-1¼)
CIRCLING	1080-1 433 (500-1)	1100-1 453 (500-1)	1100-1½ 453 (500-1½)	1200-2 553 (600-2)

ELEV	647
MIRL Rwy 1-19	L



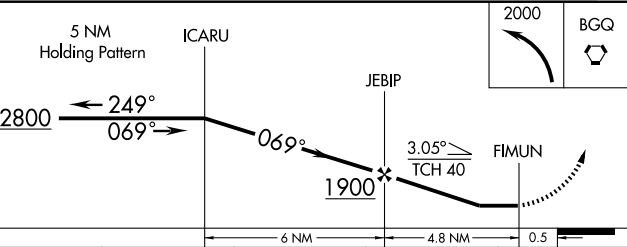
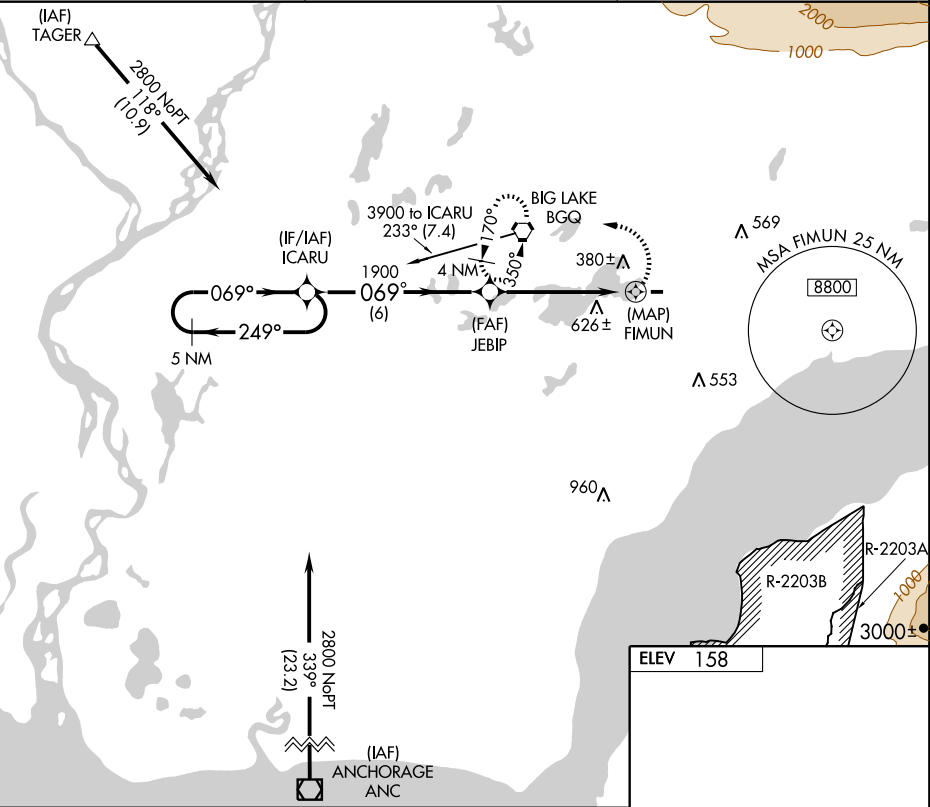
APP CRS	Rwy Idg	2435
069°	TDZE	158
	Apt Elev	158

RNAV (GPS) RWY 7

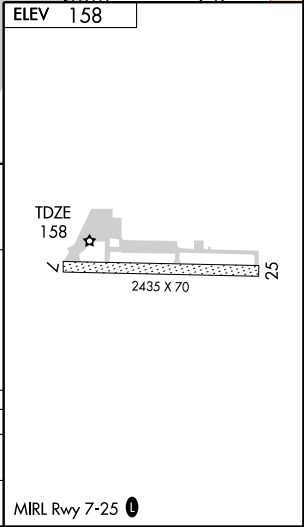
BIG LAKE (BGQ) (PAGQ)

Procedure NA at night. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing left turn to 2000 direct BGQ VORTAC and hold.
--	---

ANCHORAGE ASOS 118.4	ANCHORAGE APP CON 118.6 290.5	CTAF 122.8 0
-------------------------	----------------------------------	-----------------



CATEGORY	A	B	C	D
LNNAV MDA	1000-1 842 (900-1)	1000-1¼ 842 (900-1¼)	1000-2½ 842 (900-2½)	NA
CIRCLING	1000-1 842 (900-1)	1000-1¼ 842 (900-1¼)	1000-2½ 842 (900-2½)	NA

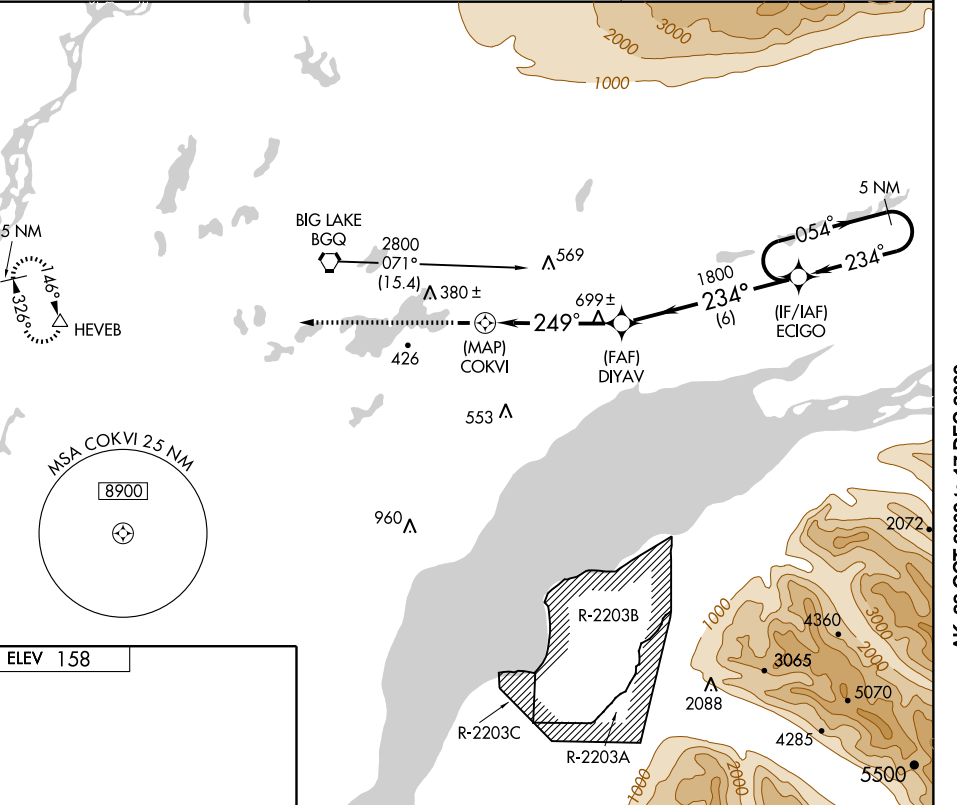


NA

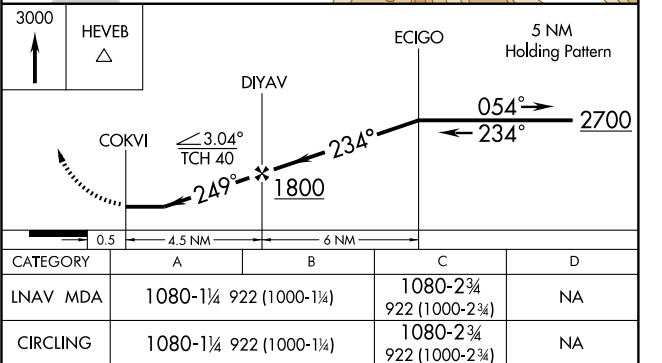
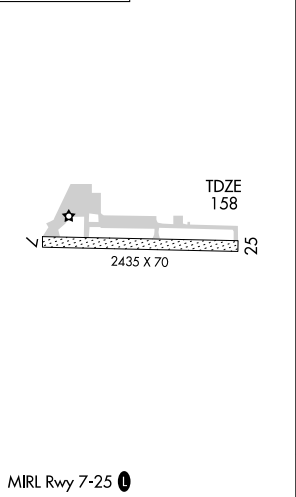
Procedure NA at night. DME/DME RNP-0.3 NA.
 Use Anchorage altimeter setting.

MISSED APPROACH: Climb to 3000 direct HEVEB and hold.

ANCHORAGE ASOS 118.4	ANCHORAGE APP CON 118.6 290.5	CTAF 122.8
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ELEV 158

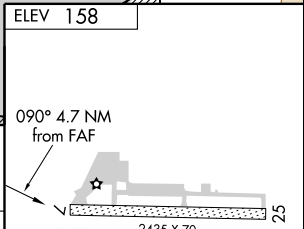
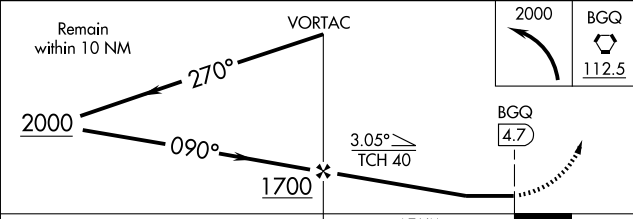
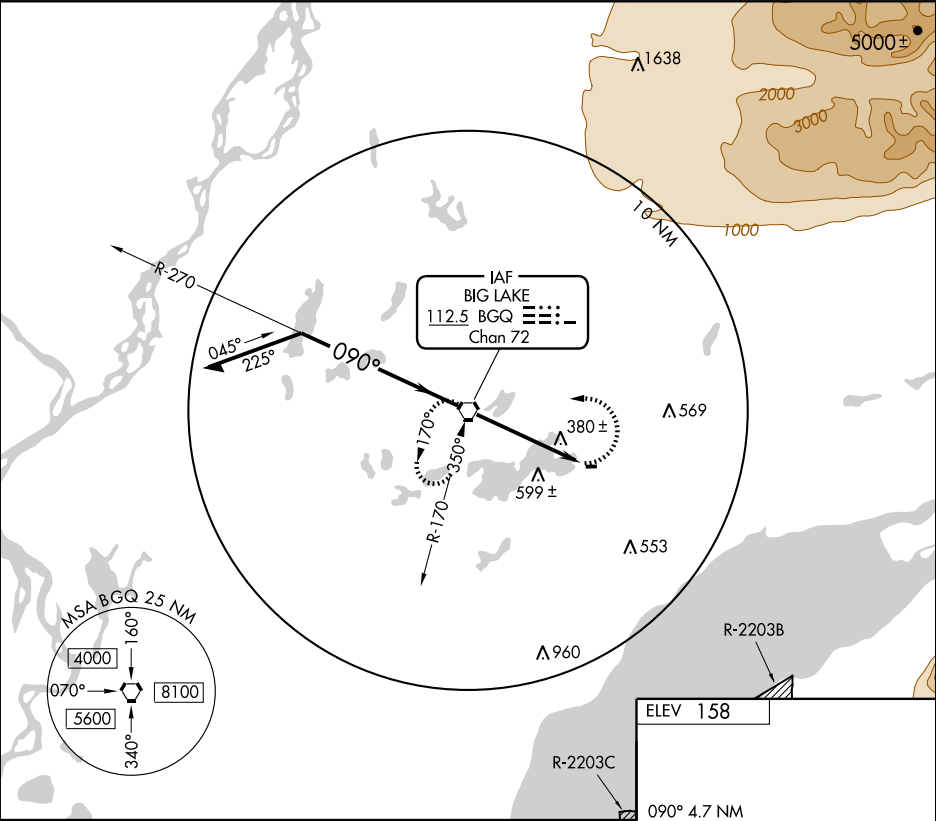


VOR RWY 7
BIG LAKE (BGQ) (PAGQ)

VORTAC BGQ	APP CRS	Rwy Idg	2435
112.5	090°	TDZE	158
Chan 72		Apt Elev	158

NA	Use Anchorage altimeter setting.	MISSED APPROACH: Climbing left turn to 2000 direct BGQ VORTAC and hold.
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ANCHORAGE ASOS 118.4	ANCHORAGE APP CON 118.6 290.5	CTAF 122.8 0
-------------------------	----------------------------------	-----------------



CATEGORY	A	B	C	D
S-7	980-1 822 (900-1)	980-1 1/4 822 (900-1 1/4)	980-2 1/2 822 (900-2 1/2)	NA
CIRCLING	980-1 822 (900-1)	980-1 1/4 822 (900-1 1/4)	980-2 1/2 822 (900-2 1/2)	NA

ELEV 158					
090° 4.7 NM from FAF					
TDZE 158					
2435 X 70					
MRL Rwy 7-25 0					
FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NDB/DME BVK <u>325</u> Chan 78 (113.1)	APP CRS 113°	Rwy Idg 3200 TDZE 31 Apt Elev 31
--	------------------------	---

NDB/DME RWY 11
BUCKLAND (BVK)(PABL)

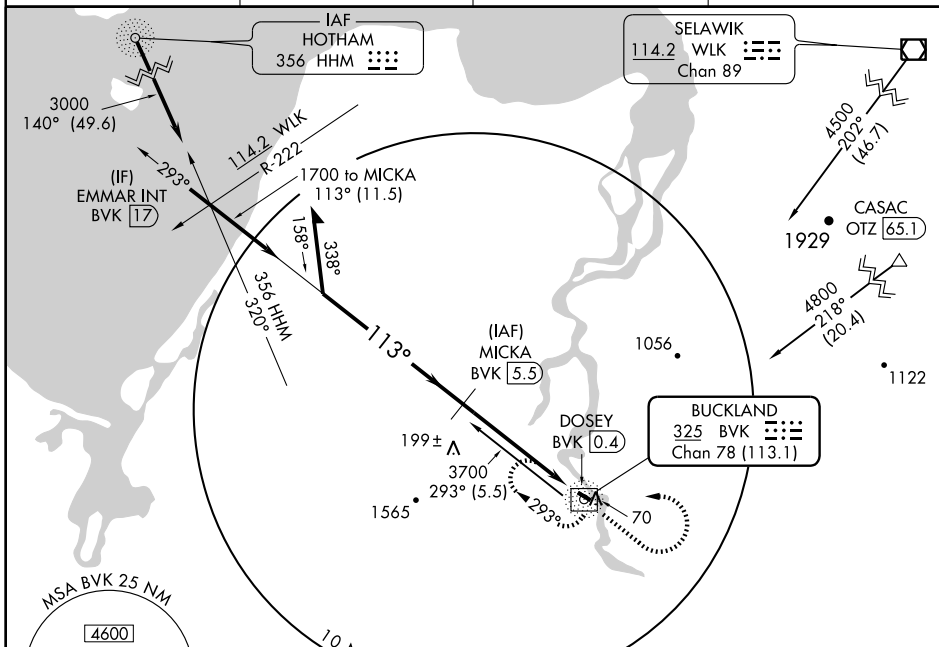
T If local altimeter setting not received, use Selawik
A altimeter setting and increase all MDA's 120 feet.
VDP NA when using Selawik altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct BVK NDB/DME and hold, continue climb-in-hold to 3000.

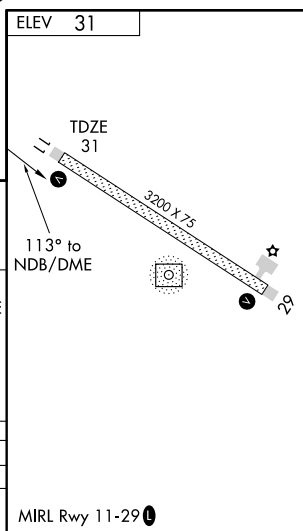
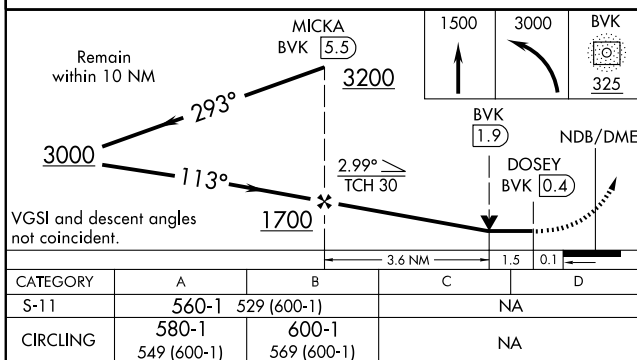
AWOS-3
135.15

ANCHORAGE CENTER
119.2 263.0

KOTZEBUE RADIO
122.3

CTAF
122.9 **L**

Procedure NA for arrivals at HHM NDB via B3 northwest bound and B27 northbound.



NDB/DME BVK <u>325</u> Chan 78 (113.1)	APP CRS 279°	Rwy Idg 3200 TDZE 31 Apt Elev 31
--	------------------------	---

NDB/DME RWY 29
BUCKLAND (BVK)(PABL)

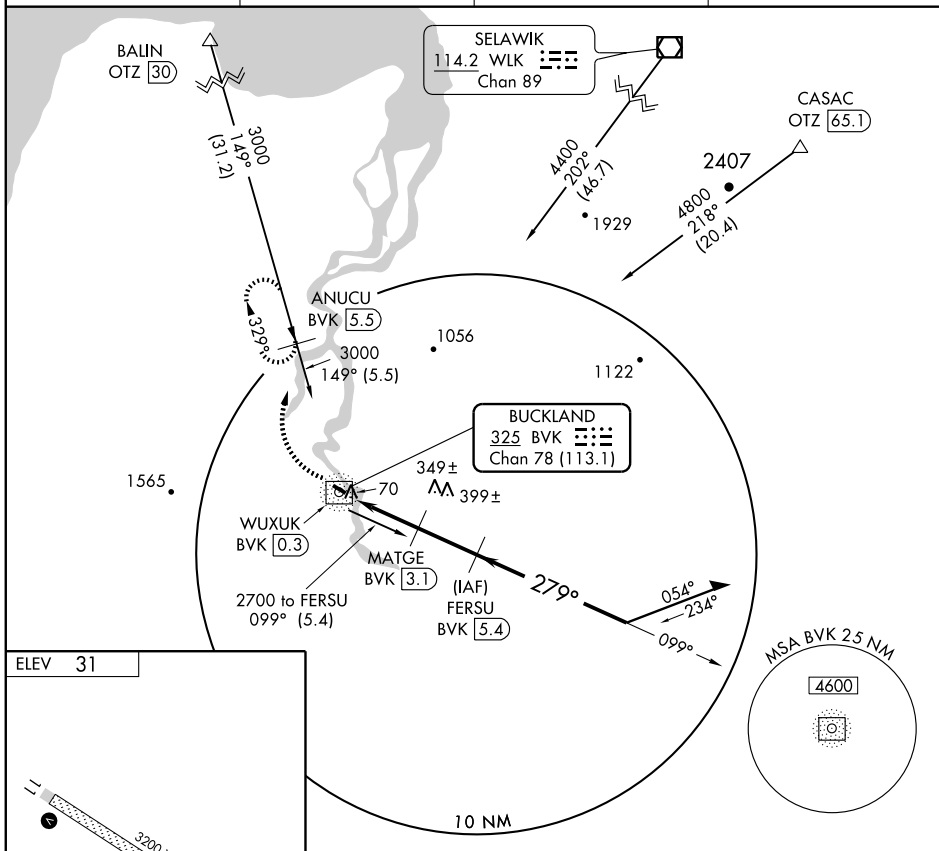
T If local altimeter setting not received, use Selawik
A altimeter setting and increase all MDAs 120 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 3000 via BVK NDB/DME BRG 329° to ANUCU/BVK 5.5 DME and hold, continue climb-in-hold to 3000.

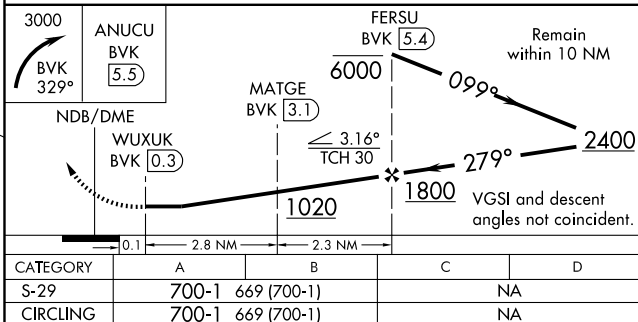
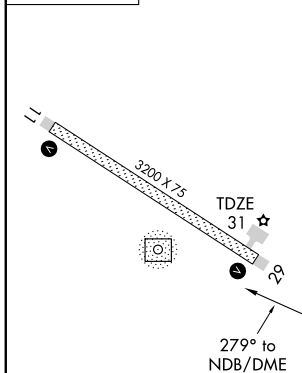
AWOS-3
135.15

ANCHORAGE CENTER
119.2 263.0

KOTZEBUE RADIO
122.3

CTAF
122.9 **L**

ELEV	31
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APP CRS	Rwy Idg	3200
107°	TDZE	31
	Apt Elev	31

RNAV (GPS) RWY 11
BUCKLAND (BVK)(PABL)

BUCKLAND (BVK)(PABL)

T If local altimeter setting not received, use Selawik
A altimeter setting and increase all MDAs 120 feet.
DME/DME RNP-0.3 NA.
VDP NA when using Selawik altimeter setting.

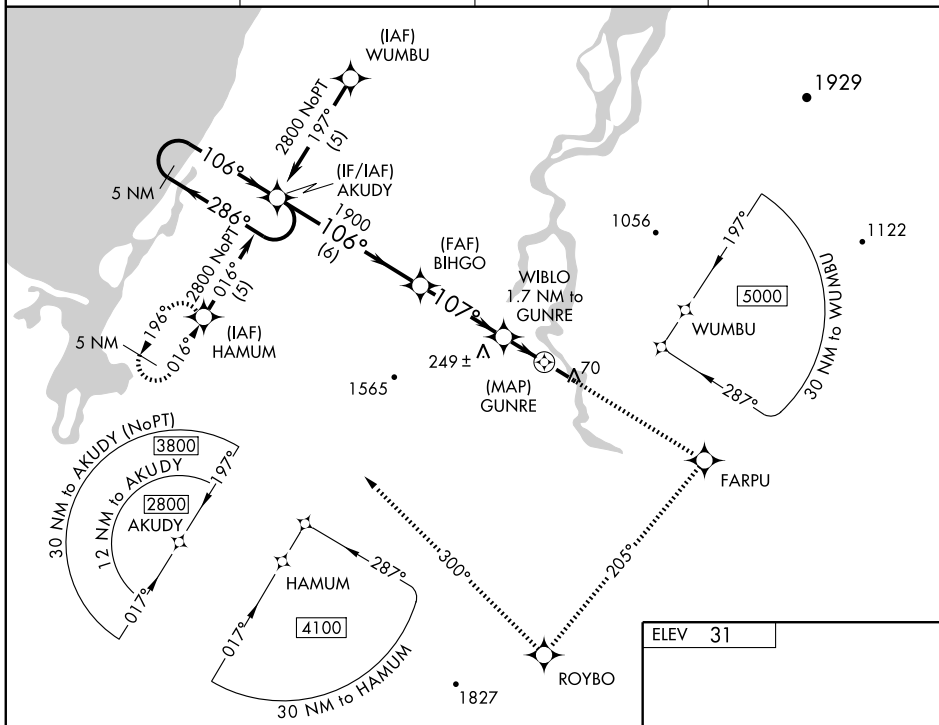
MISSED APPROACH: Climb to 2800 direct FARPU and right turn via 205° track to ROYBO and right turn via 300° track to HAMUM and hold.

AWOS-3
135.15

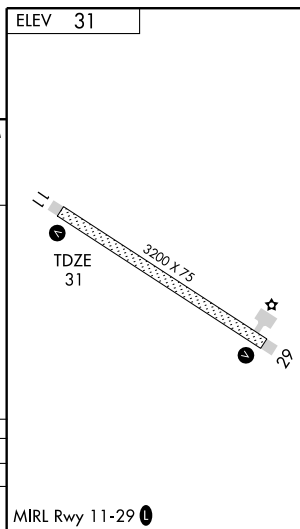
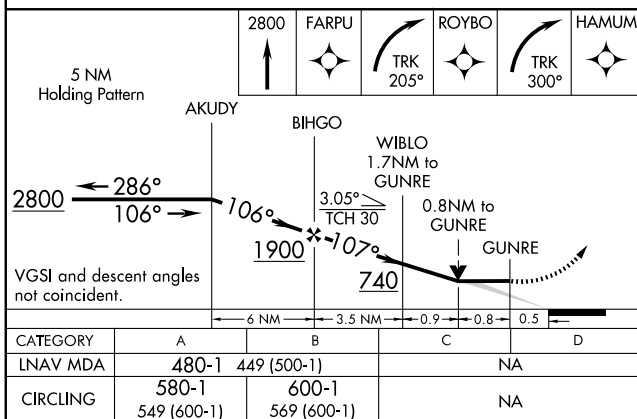
ANCHORAGE CENTER
119.2 263.0

KOTZEBUE RADIO
122.3

CTAF
122.9 **L**



AK. 22 OCT 2009 to 17 DEC 2009



APP CRS	Rwy Idg	3200
287°	TDZE	31
	Apt Elev	31

RNAV (GPS) RWY 29

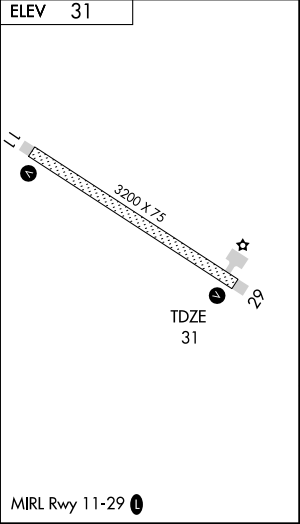
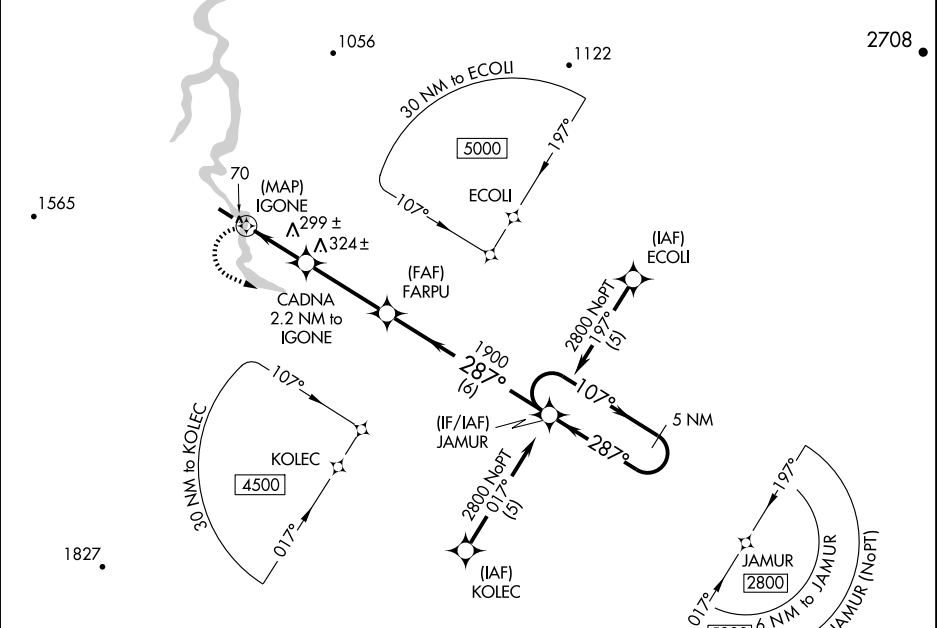
BUCKLAND (BVK)(PABL)

▼ If local altimeter setting not received, use Selawik altimeter setting and increase all MDAs 120 feet.

▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2800 direct JAMUR and hold.

AWOS-3 135.15	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 122.3	CTAF 122.9 0
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2800	JAMUR				
		CADNA 2.2 NM to IGONE	FARPU	JAMUR	5 NM Holding Pattern
		IGONE	920	1900	2800
		≤ 3.05° TCH 30	287°	107°	2800
				287°	
					VGSI and descent angles not coincident.
	0.5	2.2 NM	3 NM	6 NM	
CATEGORY	A	B	C	D	
LNAV MDA	600-1	569 (600-1)	NA	NA	
CIRCLING	600-1	569 (600-1)	NA	NA	

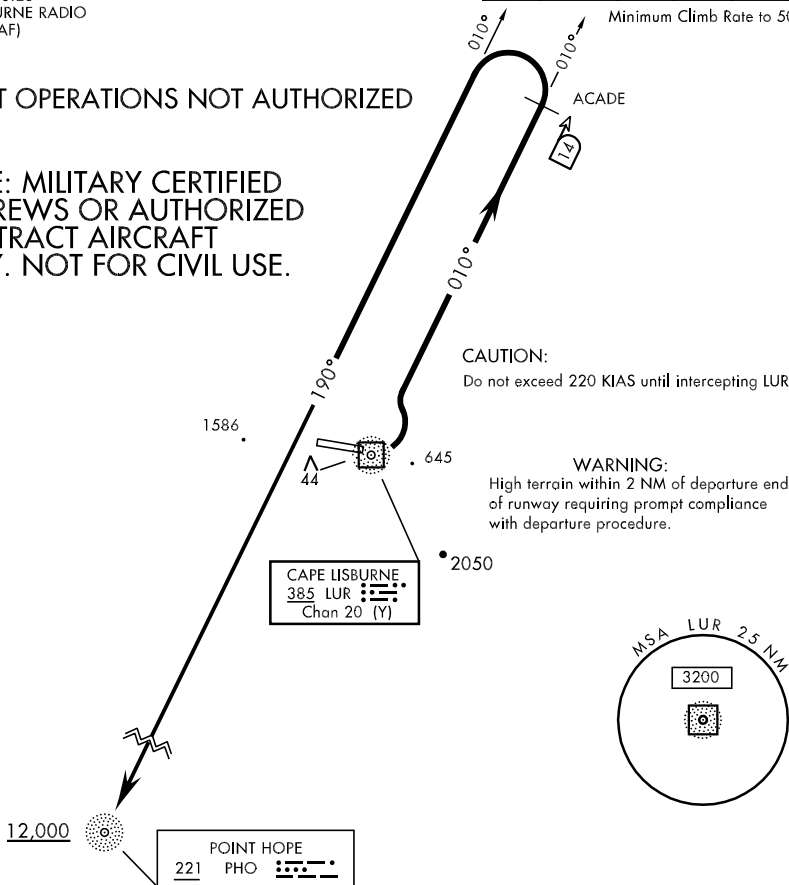
CAPE LISBURNE, ALASKA

126.2 (CTAF)

Minimum Climb Rate to 500

Do not exceed 220 KIAS until intercepting LUR 010°.

High terrain within 2 NM of departure end of runway requiring prompt compliance with departure procedure.



T

TAKE-OFF RWY 26: NOT AUTHORIZED

NDB/DME LUR 385 Chan 20 (Y)	APCH CRS 226°	Rwy Idg THRE Arpt Elev 16	4805
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[USAF] A-2327

CAPE LISBURNE LRRS (PALU)

▼ * Circling not authorized S of Rwy 8-26.

MISSED APPROACH: Climbing right turn to 3200 to intercept LUR 046°M (228°G) bearing to GRAAY/12 DME and hold.

ANCHORAGE CENTER APP/DEP CON
119.65 363.25

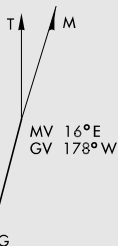
CAPE LISBURNE RADIO
126.2 (CTAF)

**MILITARY CERTIFIED
AIRCRAFTS OR AUTHORIZED
CONTRACT AIRCRAFT
ONLY. NOT FOR CIVIL USE.**

NOTICE: Grid courses are True Polar courses and convergence angle factor shall not be applied.

NIGHT OPERATIONS NOT AUTHORIZED

Enter Initial Holding from East



CAPE LISBURNE
385 LUR
Chan **20** (Y)

238°M
(060°G)
2.5 NM

1586

1524

1775

2020

2034

10 NM

2109

226°M
(048°G)

046°M
(228°G)

046°M
(228°G)

226°M
(048°G)

(IAF) GRAAY LUR 12

Max holding alt 8000

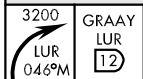
MSA LUR 2.5 NM

3200

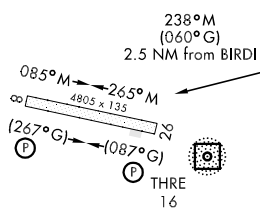
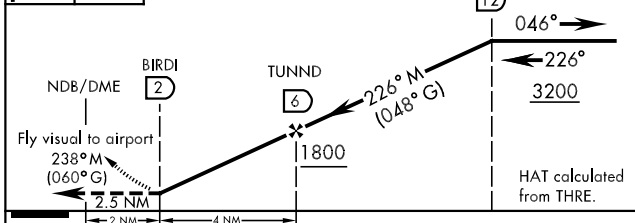
CAUTION:

High terrain to 1100' 0.8 NM South of NDB rising to 2000 within 6.5 NM.

EMERG SAFE ALT 100 NM 6700



ELEV 16

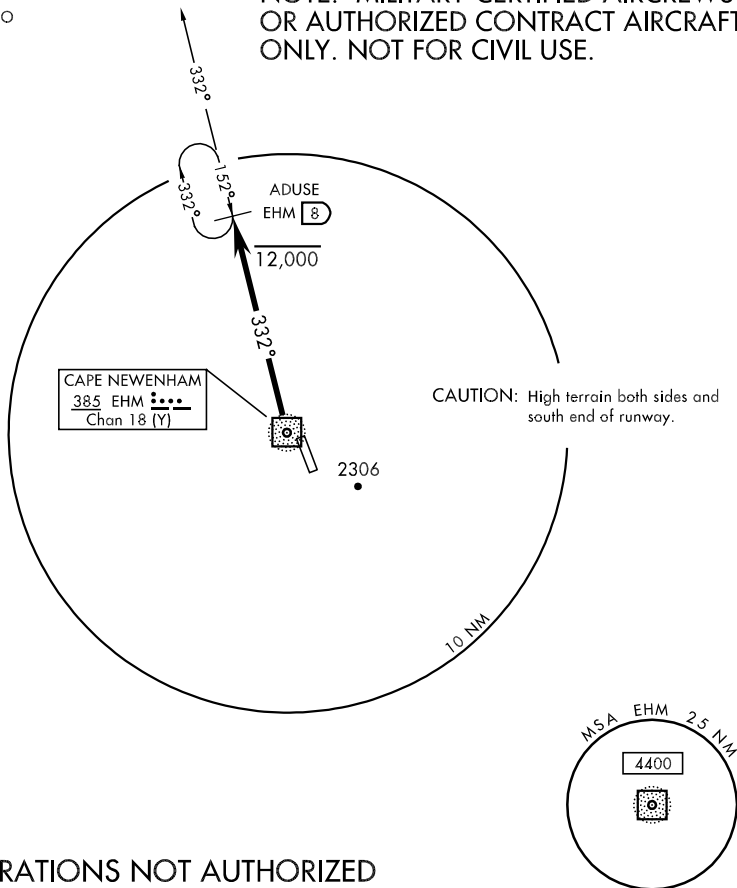


CATEGORY	A	B	C	D
CIRCLING *	1320-2	1304 (1400-2)	1320-3 1304	1304 (1400-3)

REIL Rwy 08-26

ANCHORAGE CENTER
124.2 251.1
CAPE NEWENHAM RADIO
126.2 (CTAF)

NOTE: MILITARY CERTIFIED AIRCREWS
OR AUTHORIZED CONTRACT AIRCRAFT
ONLY. NOT FOR CIVIL USE.



NIGHT OPERATIONS NOT AUTHORIZED

DEPARTURE ROUTE DESCRIPTION

RWY 32: Climb on track 332° bearing outbound to ADUSE (EHM 332°/08 DME).
At ADUSE continue climb to 5000 or ATC assigned altitude/MEA before
proceeding on course. Climb in holding at ADUSE approved.

RWY 14: Departure Not Authorized.

NDB/DME EHM 385 Chan 18 (Y)	APCH CRS 177°	Rwy Idg THRE Arpt Elev 3950 318 541
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AL-2235 [USAF]

CAPE NEWENHAM LRRS (PAEH)

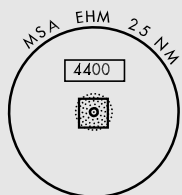
ANCHORAGE CENTER 124.2 251.1	CAPE NEWENHAM RADIO 126.2
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NOTE: MILITARY CERTIFIED
AIRCREWS OR AUTHORIZED
CONTRACT AIRCRAFT
ONLY. NOT FOR CIVIL USE.

NIGHT OPERATIONS NOT AUTHORIZED

CAUTION:

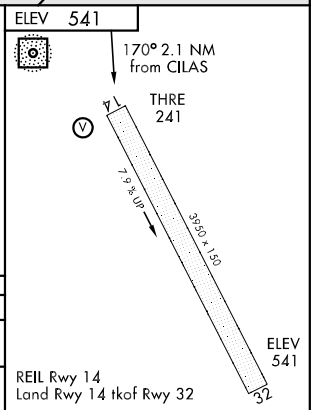
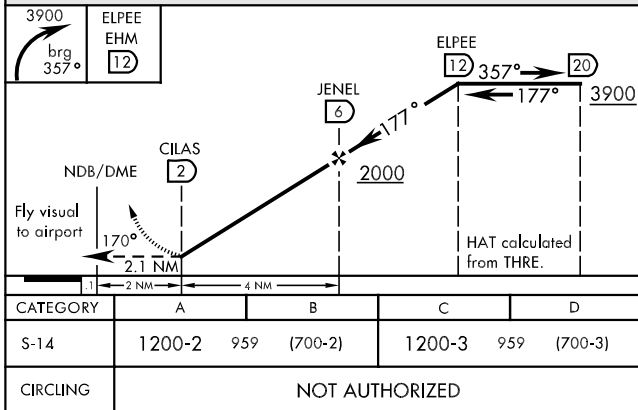
1. Rwy located on slope of 2306' mountain. Approach from NW only, land Rwy 14 only. High terrain both sides and S end of Rwy.



CAPE NEWENHAM
385 EHM
Chan 18 (Y)

CAUTION: Successful go-around
improbable if initiated
past the MAP.

EMERG SAFE ALT 100 NM 6900



CAPE ROMANZOF THREE RWY 20 DEPARTURE

CAPE ROMANZOF, ALASKA

KENAI RADIO
122.1
UNICOM
126.2 (CTAF)
ANCHORAGE CENTER
132.5 226.8

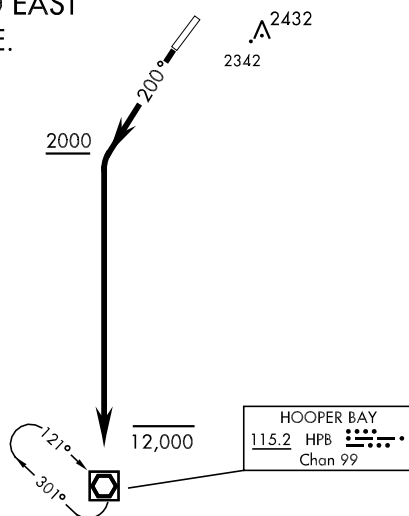
SL-2326 [USAF]

**MILITARY CERTIFIED
OR AUTHORIZED
AIRCRAFT ONLY.**

NOT FOR CIVIL USE.

Night operations not authorized.

**CAUTION: TERRAIN RISES RAPIDLY
WEST, NORTH, AND EAST
OF CENTERLINE.**



AK-22 OCT 2009 to 17 DEC 2009



DEPARTURE ROUTE DESCRIPTION

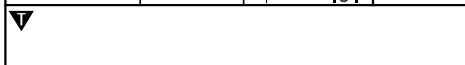
TAKE-OFF RWY 20: Climb on track 200°, upon passing 2000, turn left direct HPB VOR, enter holding and climb to the MEA for assigned routing.

TAKE-OFF RWY 02: Departures not authorized.

NDB CZF 275	APCH CRS 046°	Rwy Idg TDZE Arpt Elev 3990 397 464
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AL-2326 [USAF]

CAPE ROMANZOF LRRS (PACZ)



MISSED APPROACH: Climb left to 3600 to intercept CZF 226° bearing to MOTRS/12 DME and hold.

ANCHORAGE CENTER
132.5 226.8

UNICOM
126.2 (CTAF)

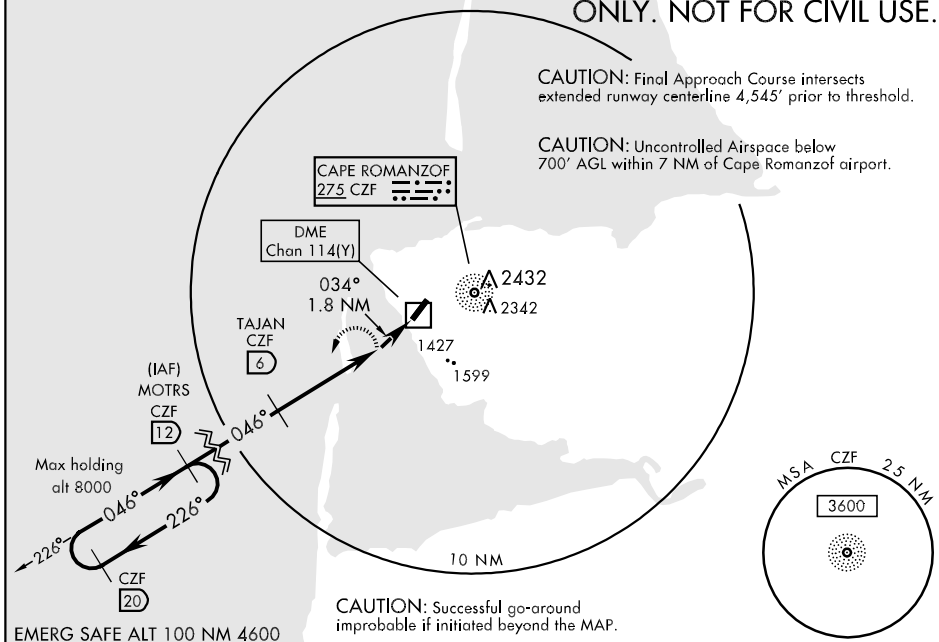
KENAI RADIO
122.1

**NOTE: MILITARY CERTIFIED
AIRCREW OR AUTHORIZED
CONTRACT AIRCRAFT
ONLY. NOT FOR CIVIL USE.**

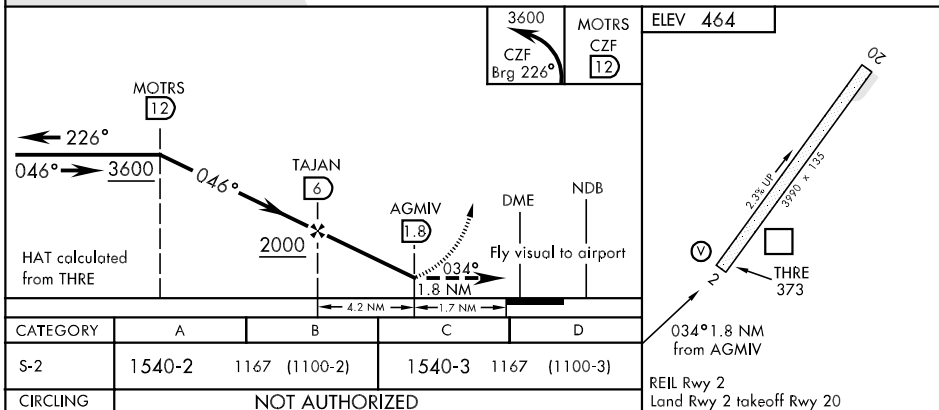
Night Operations are Not Authorized.

CAUTION: Final Approach Course intersects extended runway centerline 4,545' prior to threshold.


CAUTION: Uncontrolled Airspace below 700' AGL within 7 NM of Cape Romanzof airport.

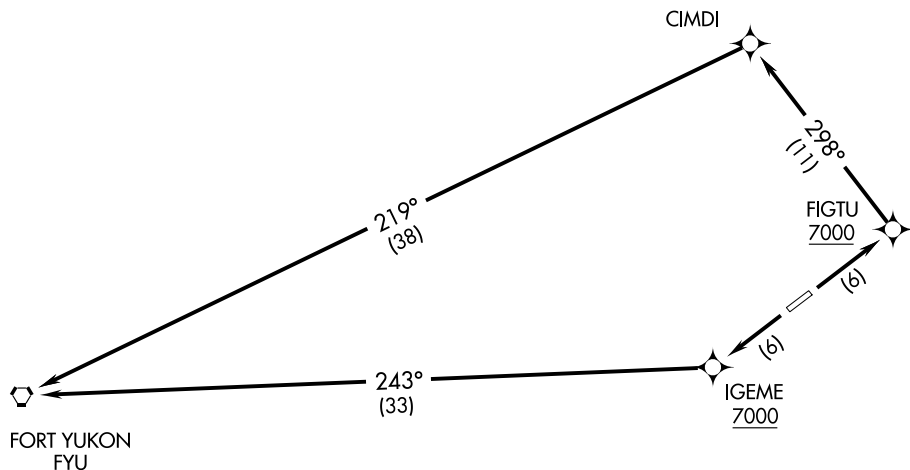


EMERG SAFE ALT 100 NM 4600



FORTU ONE DEPARTURE (RNAV)

ANCHORAGE CENTER
135.0 225.4
CTAF
122.9 
FORT YUKON AWOS-3
125.8



TAKE-OFF MINIMUMS:

Rwy 3, 21: Standard.

TAKE-OFF OBSTACLES:

Rwy 3: Tree 330' from DER, 355' left of centerline, 15' AGL/564' MSL.
Tree 1291' from DER, 191' right of centerline, 15' AGL/564' MSL.
Rwy 21: Tree 237' from DER, 92' left of centerline, 15' AGL/564' MSL.
Tree 692' from DER, 346' left of centerline, 15' AGL/564' MSL.
Tree 909' from DER, 472' right of centerline, 15' AGL/564' MSL.

NOTE:

1. GPS Required
2. RNAV 1

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb to 7000 or ATC assigned higher altitude direct FIGTU and via track 298° to CIMDI, and via track 219° to FYU VORTAC.

TAKE-OFF RUNWAY 21: Climb to 7000 or ATC assigned higher altitude direct IGEME and via track 243° to FORT YUKON VORTAC.

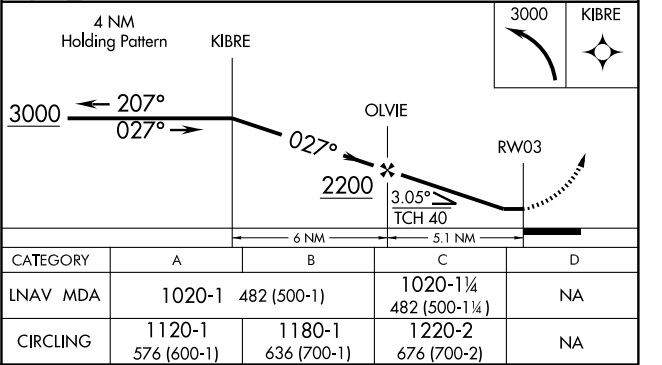
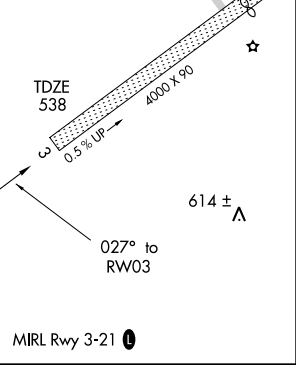
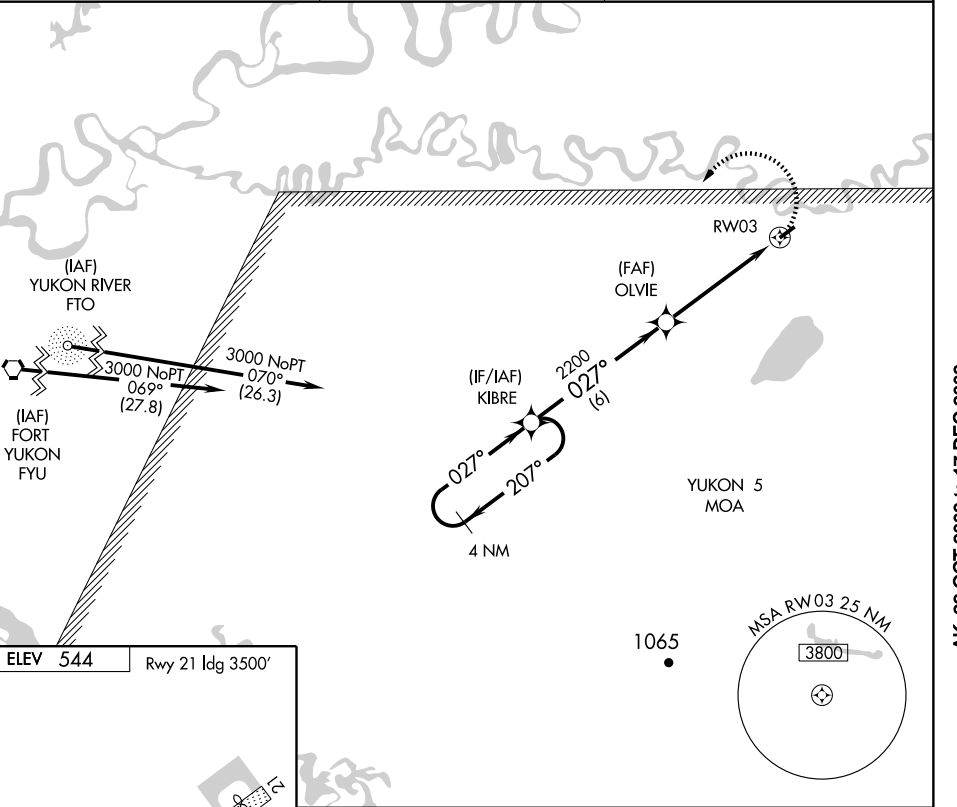
▼

NA

DME/DME RNP-0.3 NA.
Use Fort Yukon olimeter setting.

MISSED APPROACH: Climbing left turn to 3000
direct KIBRE and hold.

FORT YUKON AWOS-3 125.8	ANCHORAGE CENTER 135.0 225.4	CTAF 122.9 0
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AK. 22 OCT 2009 to 17 DEC 2009

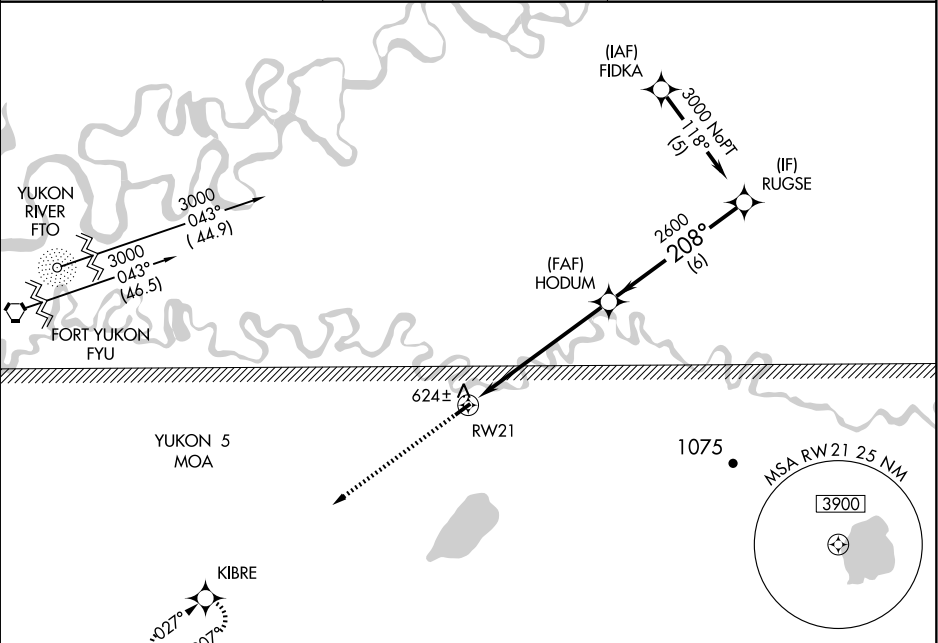
APP CRS	Rwy Idg	3500
208°	TDZE	541
	Apt Elev	544

RNAV (GPS) RWY 21

CHALKYITSIK (CIK) (PACT)

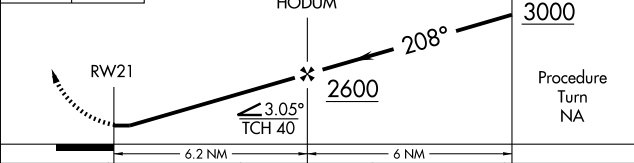
DME/DME RNP-0.3 NA. NA Use Fort Yukon altimeter setting.	MISSED APPROACH: Climb to 3000 direct KIBRE and hold.
---	--

FORT YUKON AWOS-3 125.8	ANCHORAGE CENTER 135.0 225.4	CTAF 122.9
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3000

KIBRE



CATEGORY	A	B	C	D
LNAV MDA	1040-1	499 (500-1)	1040-1¼ 499 (500-1¼)	NA
CIRCLING	1120-1 576 (600-1)	1180-1 636 (700-1)	1220-2 676 (700-2)	NA

ELEV 544

Rwy 21 Idg 3500'

MIRL Rwy 3-21

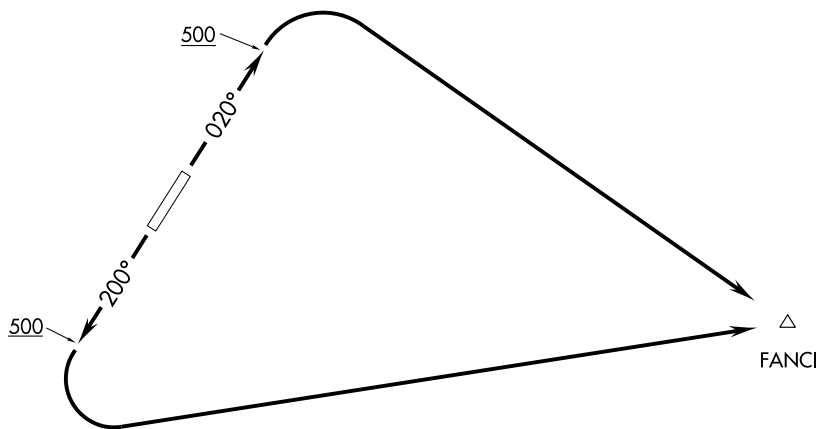
FANCI ONE DEPARTURE (RNAV)

ANCHORAGE CENTER

124.5 226.8

CTAF

123.0

TAKE-OFF MINIMUMS:

Rwys 2, 20: Standard.

NOTE: GPS required.

NOTE: RNAV 1.

TAKE-OFF OBSTACLE NOTES:

Rwy 2: Vegetation beginning 76' from DER, 210' left of centerline, up to 15' AGL/89' MSL.

Rwy 20: Vegetation beginning 71' from DER, 231' left of centerline, up to 15' AGL/89' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 2: Climb heading 020° to 500 then right turn to 2000 or ATC assigned higher altitude, direct FANCI.

TAKE-OFF RWY 20: Climb heading 200° to 500 then left turn to 2000 or ATC assigned higher altitude, direct FANCI.

APP CRS	Rwy Idg	3200
020°	TDZE	47
	Apt Elev	60

RNAV (GPS) RWY 2

CHEVAK (VAK)(PAVA)

Procedure NA at night. DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.
If local altimeter setting not received, use Hooper Bay altimeter setting and increase all MDAs 60 feet.

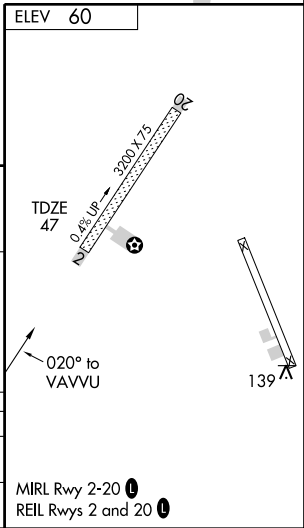
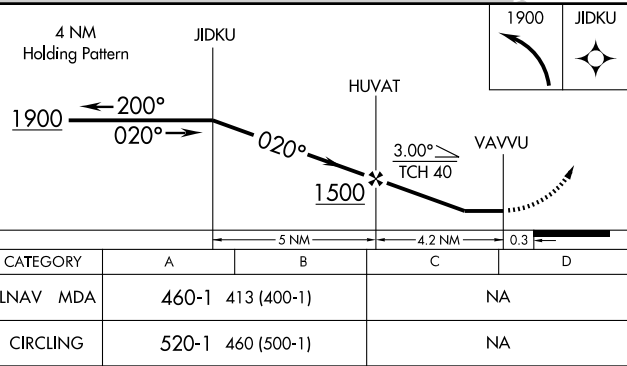
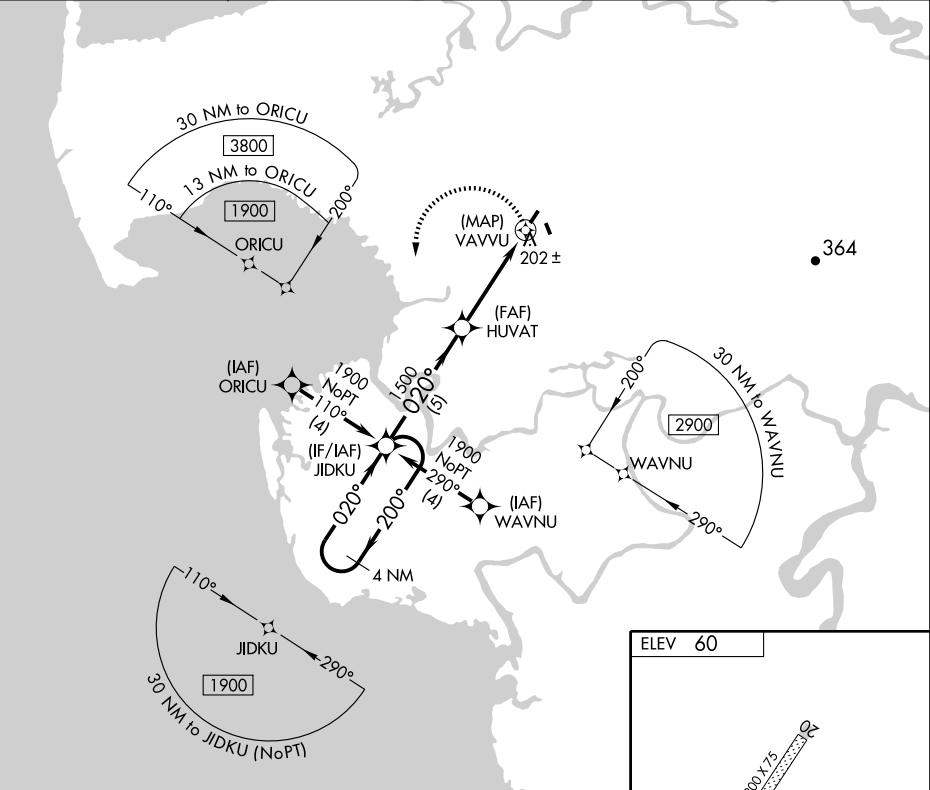
MISSED APPROACH: Climbing left turn to 1900 direct JIDKU and hold.

AWOS-3
120.625

ANCHORAGE CENTER
124.5 226.8

UNICOM
122.8

CTAF
123.0



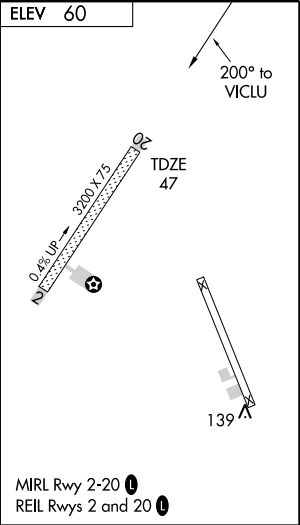
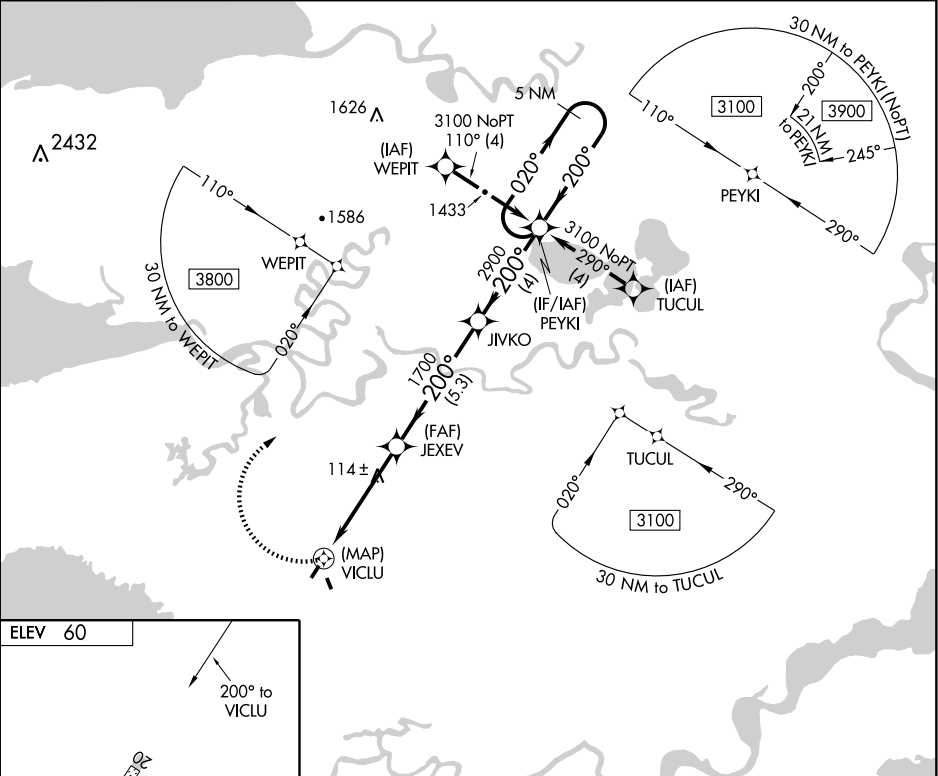
APP CRS	Rwy Idg	3200
200°	TDZE	47
	Apt Elev	60

RNAV (GPS) RWY 20
CHEVAK (VAK)(PAVA)

Procedure NA at night. DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.
If local altimeter setting not received, use Hooper Bay altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 3100 direct PEYKI and hold.

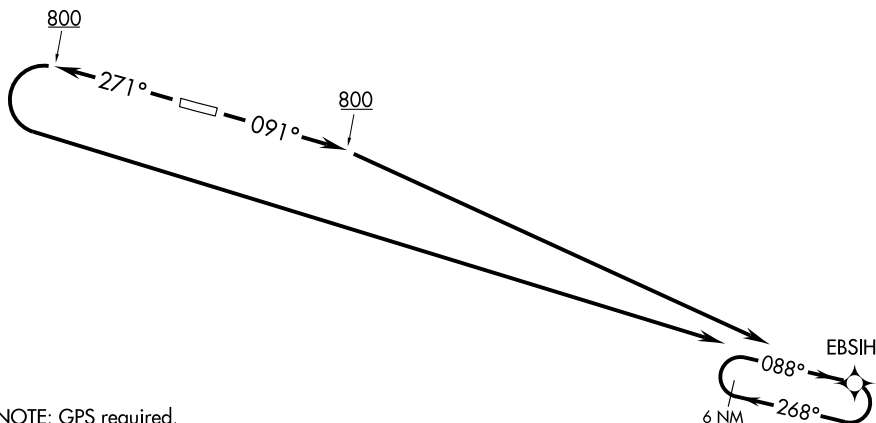
AWOS-3 120.625	ANCHORAGE CENTER 124.5 226.8	UNICOM 122.8	CTAF 123.0
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	3100	PEYKI	JIVKO	PEYKI	5 NM Holding Pattern
			JEXEV		
	VICLU		JEXEV		
			1700		
			2900		
			200°		
			020°		
			200°		
			3100		
			4.8 NM		
			5.3 NM		
			4 NM		
CATEGORY	A	B	C	D	
LNAV MDA	460-1	413 (400-1)	NA	NA	
CIRCLING	520-1	460 (500-1)	NA	NA	

EBSIH ONE DEPARTURE (RNAV) (OBSTACLE)

ANCHORAGE CENTER
118.15 251.05



NOTE: GPS required.

NOTE: RNAV 1.

TAKE-OFF MINIMUMS

Rwy 9: 300-1½ or standard with minimum climb of 283' per NM to 600.

Rwy 27: 300-1 or standard with minimum climb of 624' per NM to 600.

TAKE-OFF OBSTACLE NOTES

Rwy 9: Trees beginning 312' from DER, 10' left of centerline, up to 75' AGL/424' MSL.

Trees 5324' from DER, 205' right of centerline, 75' AGL/420' MSL.

Rwy 27: Windsock 313' from DER, 357' left of centerline, 28' AGL/268' MSL.

Trees beginning 1845' from DER, 114' left of centerline, up to 45' AGL/ 295' MSL.

Pole 2376' from DER, 531' left of centerline, 58' AGL/308' MSL.

Vehicle on road 176' from DER, 427' right of centerline, 15' AGL/254' MSL.

Trees beginning 271' from DER, 185' right of centerline, up to 72' AGL/324' MSL.

Building 2485' from DER, 489' right of centerline, 30' AGL/314' MSL.

Poles beginning 2517' from DER, 243' right of centerline, up to 74' AGL/324' MSL.

NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

TAKE-OFF RUNWAY 9: Climb heading 091° to 800, then climbing right turn direct EBSIH WP, Thence. . .

TAKE-OFF RUNWAY 27: Climb heading 271° to 800, then climbing left turn direct EBSIH WP, Thence. . .

. . . climb in EBSIH WP holding pattern to at or above MEA/MCA for assigned route of flight. Expect filed altitude 10 minutes after departure.

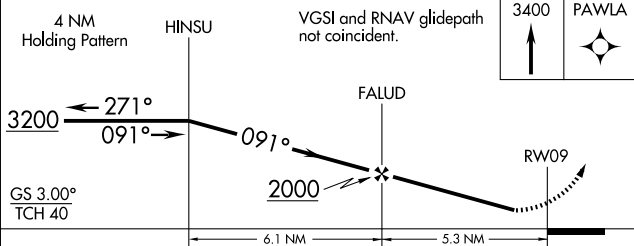
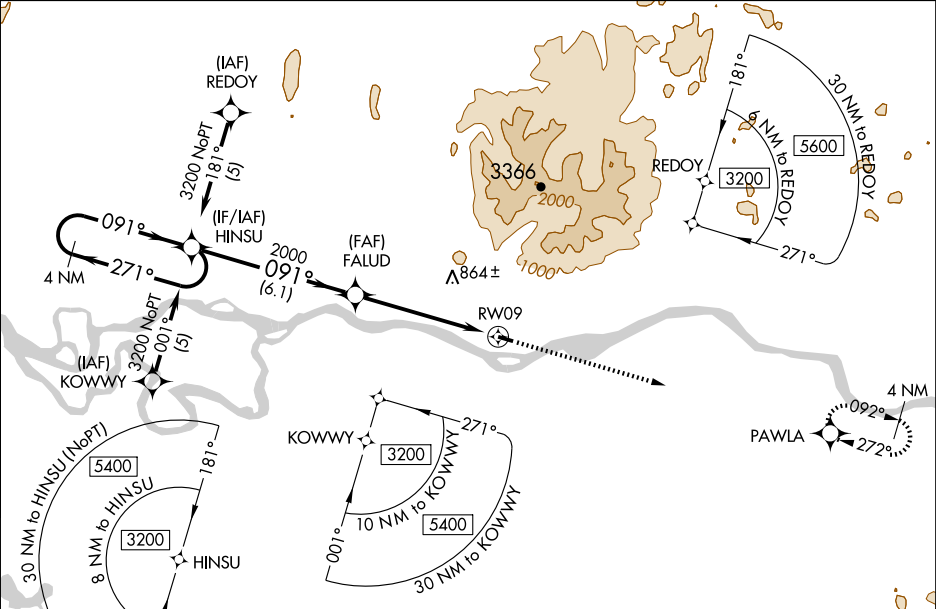
WAAS CH 48814 W09A	APP CRS 091°	Rwy Idg 3401 TDZE 244 Apt Elev 244
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RNAV (GPS) RWY 9
CHUATHBALUK (9A3) (PACH)

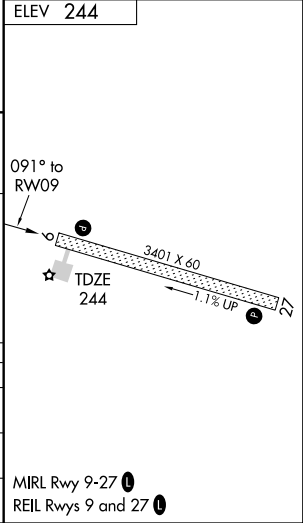
⚠ Circling NA north of Rwy 9-27. DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.
⚠ NA Use Aniak altimeter setting; when not received, use Kalskag altimeter setting and increase all DA 58 feet and MDA 60 feet and increase LPV all Cats visibility ¼ mile, and increase LNAV and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3400 direct PAWLA and hold.

ANCHORAGE CENTER 118.15 251.05	CTAF 122.9 0
--	------------------------



CATEGORY	A	B	C	D
LPV DA	652-1½ 408 (500-1½)			NA
LNAV MDA	1000-1 756 (800-1)	1000-1¼ 756 (800-1¼)	1000-2¼ 756 (800-2¼)	NA
CIRCLING	1000-1 756 (800-1)	1000-1¼ 756 (800-1¼)	1000-2¼ 756 (800-2¼)	NA



WAAS CH 93514 W27A	APP CRS 272°	Rwy Idg 3401 TDZE 238 Apt Elev 244
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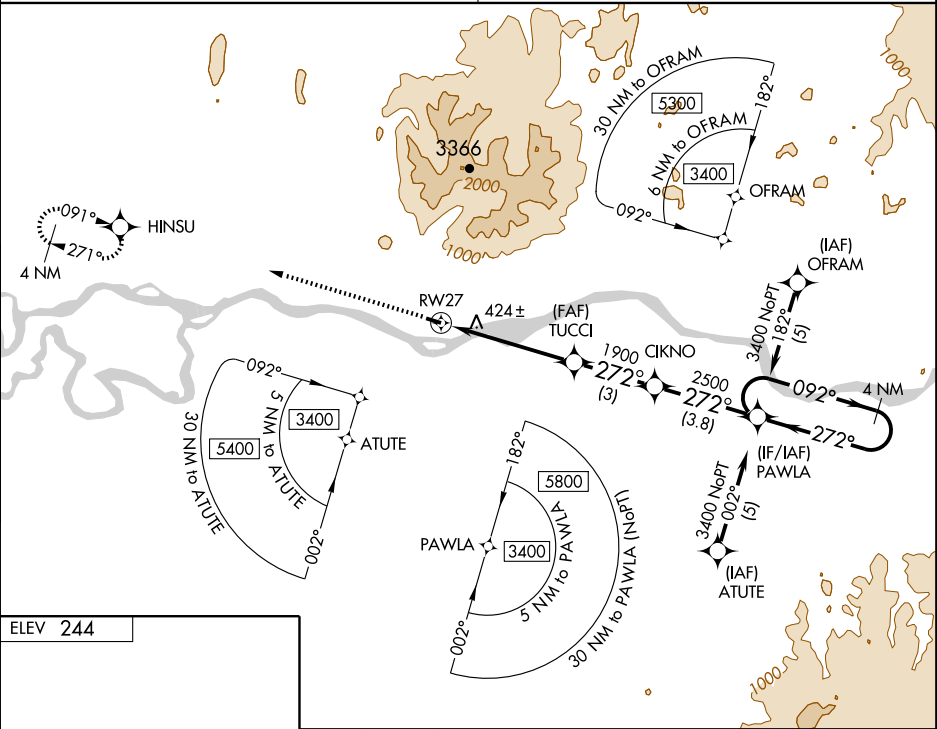
RNAV (GPS) RWY 27
CHUATHBALUK (9A3) (PACH)

⚠ Circling NA north of Rwy 9-27. DME/DME RNP- 0.3 NA.

⚠ NA Visibility reduction by helicopters NA.
Use Aniik altimeter setting; when not received, use Kalskag altimeter setting and increase all DA 58 feet and MDA 60 feet and increase LNAV and circling Cats A and C visibility ¼ mile.

MISSED APPROACH: Climb to 3200 direct HINSU and hold.

ANCHORAGE CENTER 118.15 251.05	CTAF 122.9
--	----------------------



ELEV 244

MIRL Rwy 9-27
REIL Rwy 9 and 27

3200 HINSU

VGSI and RNAV glidepath not coincident.

PAWLA 4 NM Holding Pattern

CATEGORY	A	B	C	D
LPV DA	759-2 521 (600-2)			NA
LNAV MDA	1100-1 862 (900-1)	1100-1¼ 862 (900-1¼)	1100-2½ 862 (900-2½)	NA
CIRCLING	1100-1 856 (900-1)	1100-1¼ 856 (900-1¼)	1100-2½ 856 (900-2½)	NA

AIRPORT DIAGRAM

AL-1241 (FAA)

COLD BAY (CDB) (PACD)
COLD BAY, ALASKA

ASOS
135.75
CTAF
123.6

D

△
ELEV
69

144.8°



JANUARY 2005
ANNUAL RATE OF CHANGE
0.2° W

55°13'N

10415 X 150

RWY 8-26

S99, D131, ST175, DT345

RWY 14-32

S99, D200, ST175, DT345, DDT875

△^{113±}

55°12'N

081.2°

0.3% UP

ELEV
85

324.8°

ELEV
89

4235 X 150

FIELD
ELEV
96

261.2°

26

162°44'W

162°43'W

162°42'W

AK: 22 OCT 2009 to 17 DEC 2009

LOC I-CDB 110.3	APCH CRS 144°	Rwy Idg 10,415 TDZE 74 Arpt Elev 96
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JAL-1241 [USAF]

COLD BAY (PACD)

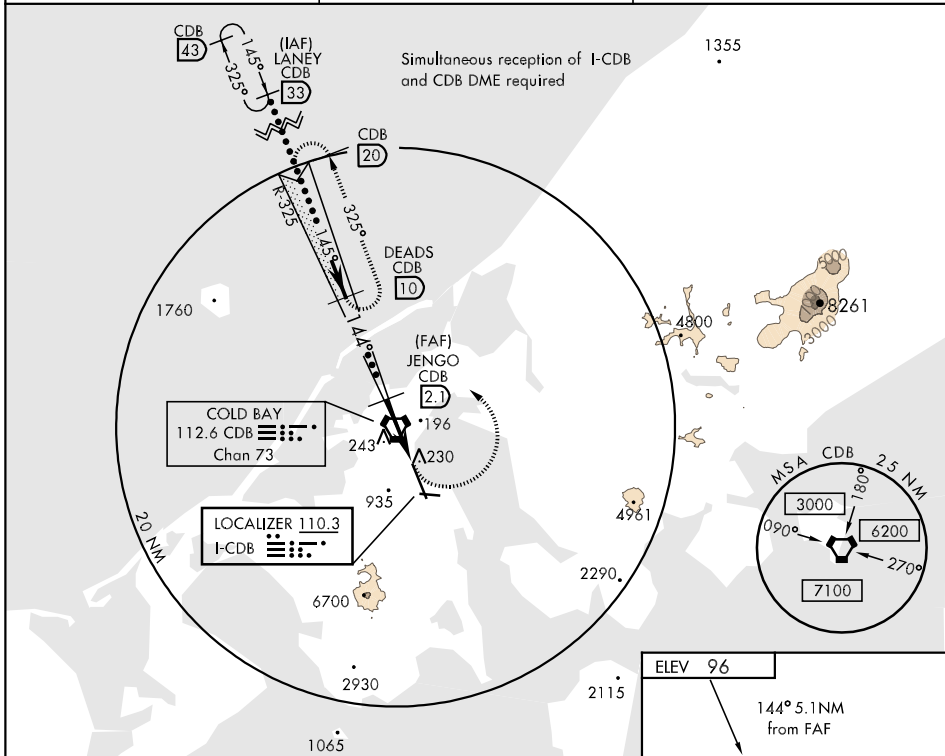
▼ * When ALS inop, increase vis ½ mile.

** Circling not authorized SW of Rwy 14-32. When VGSI inop, circling to RWY 26 and 32 not authorized at night.

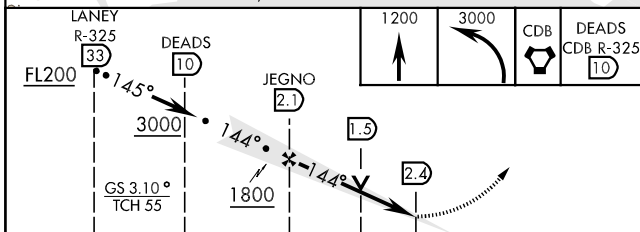


MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 direct CDB VORTAC, then via CDB R-325 to DEADS 10 DME fix and hold.

ANCHORAGE CENTER 118.5 278.3	COLD BAY RADIO 123.6 0	ASOS 135.75
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EMERG SAFE ALT 100 NM 11,700



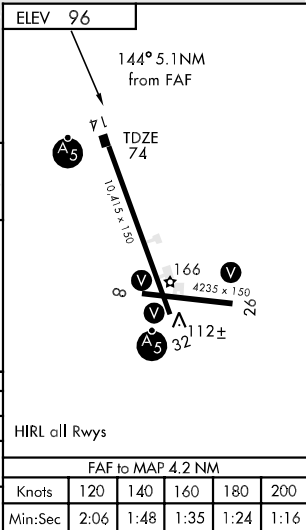
CATEGORY	C	D	E
S-ILS 14*	539/50	465 (500-1)	
S-LOC 14*	600/50 526 (600-1)	600/60 526 (600-1½)	
CIRCLING **	600-1½ 498 (500/1½)	660-2 558 (600-2)	

COLD BAY, ALASKA

55°12'N-162°44'W

COLD BAY (PACD)

Amdt 2 06271



HIRL all Rwy's

FAF to MAP 4.2 NM

Knots	120	140	160	180	200
Min:Sec	2:06	1:48	1:35	1:24	1:16

COLD BAY, ALASKA

HI-VOR/DME or TACAN RWY 14

VORTAC CDB 112.6 Chan 73	APCH CRS 141°	Rwy Idg 10,415 TDZE 74 Arpt Elev 96
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JAL-1241 [USAF]

COLD BAY (PACD)

- ▼ * When ALS inop, increase vis ½ mile.
 ** Circling not authorized SW of Rwy 14-32.

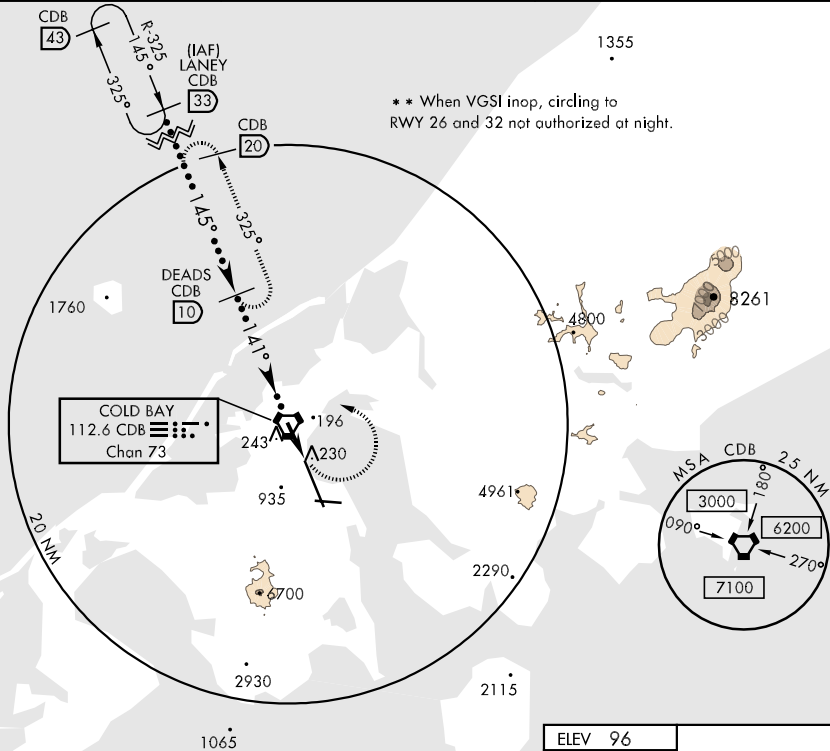


MISSED APPROACH: Climbing to 1200, then climbing left turn to 3000 direct CDB VORTAC, then via CDB R-325 to DEADS 10 DME fix and hold..

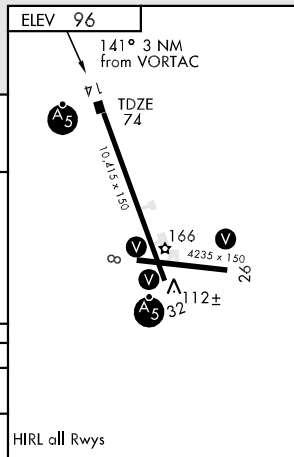
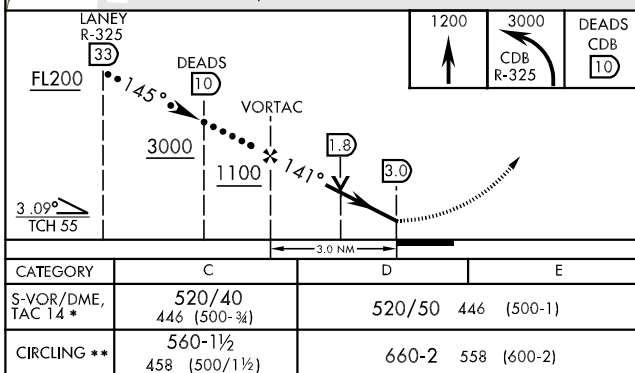
ANCHORAGE CENTER
118.5 278.3

COLD BAY RADIO
123.6 0

ASOS
135.75



EMERG SAFE ALT 100 NM 11,700




COLD BAY, ALASKA

55°12'N-162°44'W

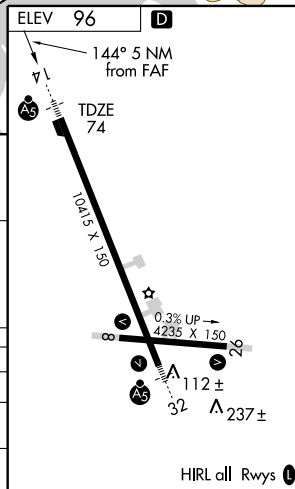
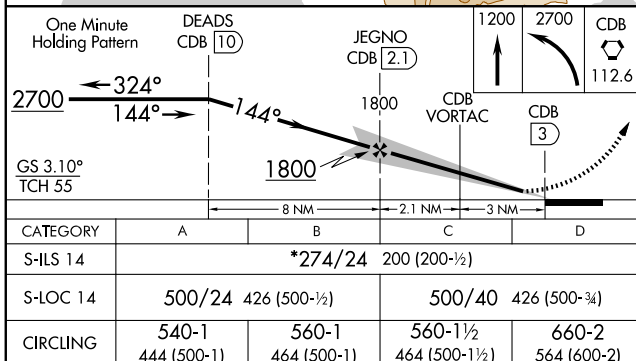
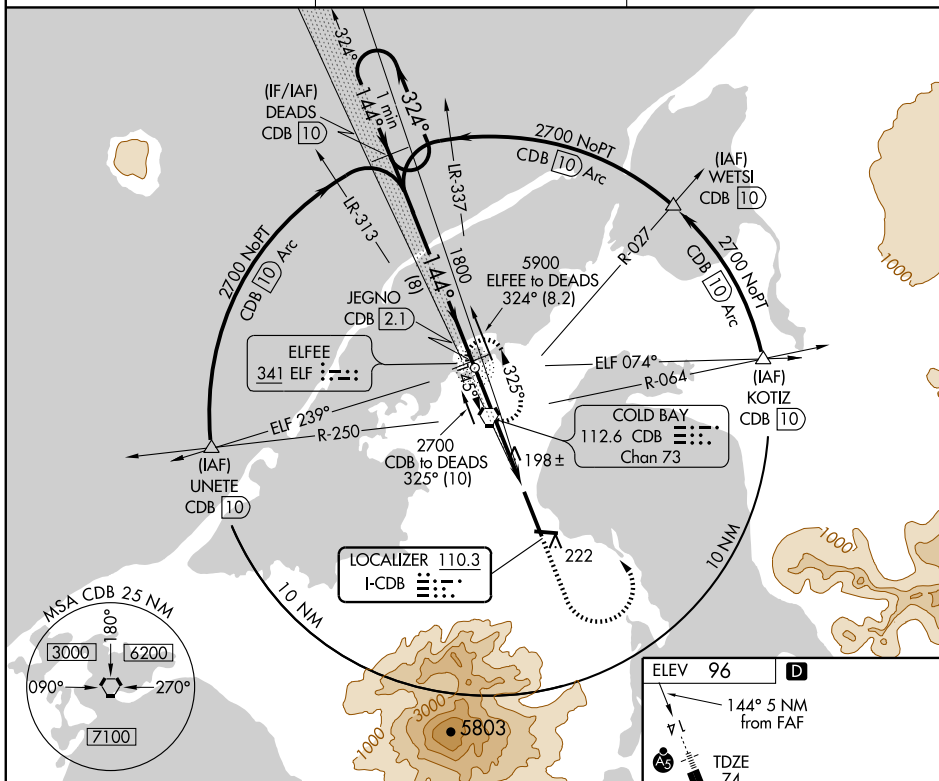
COLD BAY (PACD)

Amdt 3, 06271

AK 22 OCT 2009 to 17 DEC 2009

<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 1200, then climbing left turn to 2700 direct CDB VORTAC and hold, continue climb-in-hold to 2700.</p>
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ASOS 135.75	ANCHORAGE CENTER 118.5 278.3	COLD BAY RADIO 123.6 (CTAF) 0
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LOC I-CDB 110.3	APP CRS 324°	Rwy Idg 10415 TDZE 89 Apt Elev 96
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LOC/DME BC RWY 32

COLD BAY (CDB) (PACD)

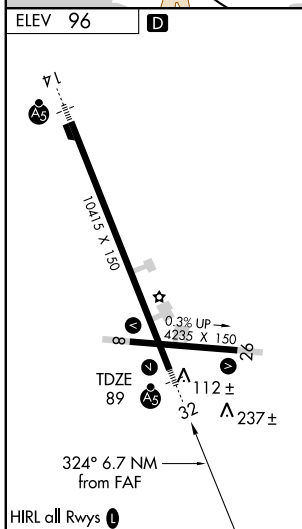
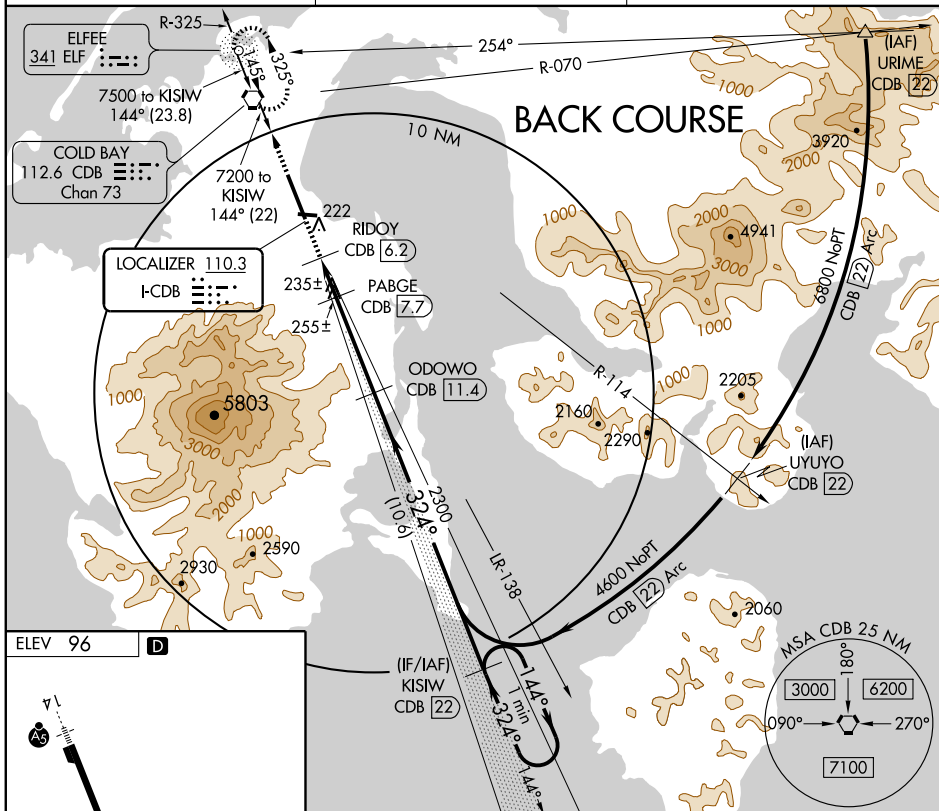
▼ When VGSI inoperative, circling Rwy 26 and straight-in/circling Rwy 32 NA at night.
Circling NA for Cats A and B southwest of Rwy 14-32 at night.
Circling NA for Cats C and D southwest of Rwy 14-32.
DME from CDB VORTAC. Simultaneous reception of I-CDB and CDB DME required.
Visibility reduction by helicopters NA.

MALSR



MISSED APPROACH: Climb to 4000 direct CDB VORTAC and hold, continue climb-in-hold to 4000.

ASOS 135.75	ANCHORAGE CENTER 118.5 278.3	COLD BAY RADIO 123.6 (CTAF) 0
-----------------------	--	---



4000	CDB 112.6	Localizer unusable inside CDB VORTAC 6.2 DME	KISIW CDB [22]	One Minute Holding Pattern
		PABGE CDB [7.7]	ODOWO CDB [11.4]	
		RIDOY CDB [6.2]		
		3.09° TCH 45		
		1120		
		2300		
		144°		
		324°		
		144°		
		4600		
		Disregard glide slope indications.		
		1.5 NM	1.5 NM	3.7 NM
		10.6 NM		
CATEGORY	A	B	C	D
S-32	540-1¼	540-1¼	451 (500-1¼)	
CIRCLING	540-1¼ 444 (500-1¼)	560-1¼	464 (500-1¼)	660-2 564 (600-2)

AL-1241 (FAA)

RNAV (GPS) RWY 14

COLD BAY (CDB) (PACD)

MALSR

MISSED APPROACH: Climb to 4100 direct PABGE and via 132° track to AFVEK and hold, continue climb-in-hold to 4100.

ANCHORAGE CENTER
118.5 278.3

COLD BAY RADIO
123.6 (CTAF) **L**

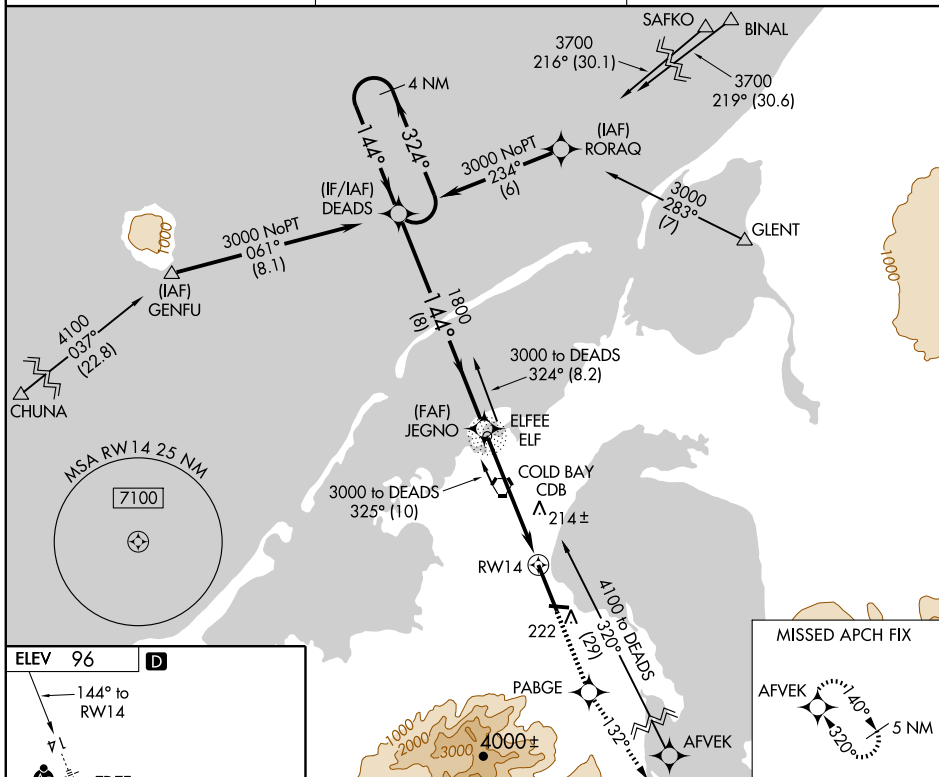
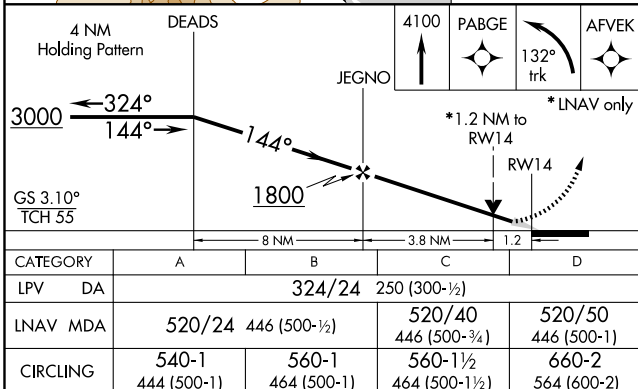


Diagram illustrating the HIRL all Rwy 14 approach. The diagram shows a 144° turn to RW14, a TDZE of 74, a 1041.5 x 150 obstacle clearance area, a 0.3% UP slope, and a 4235 x 150 obstacle clearance area. The diagram also indicates a 112 ± and 237 ± obstacle clearance area.



AK. 22 OCT 2009 to 17 DEC 2009

APP CRS	Rwy Idg	4235
246°	TDZE	96
	Apt Elev	102

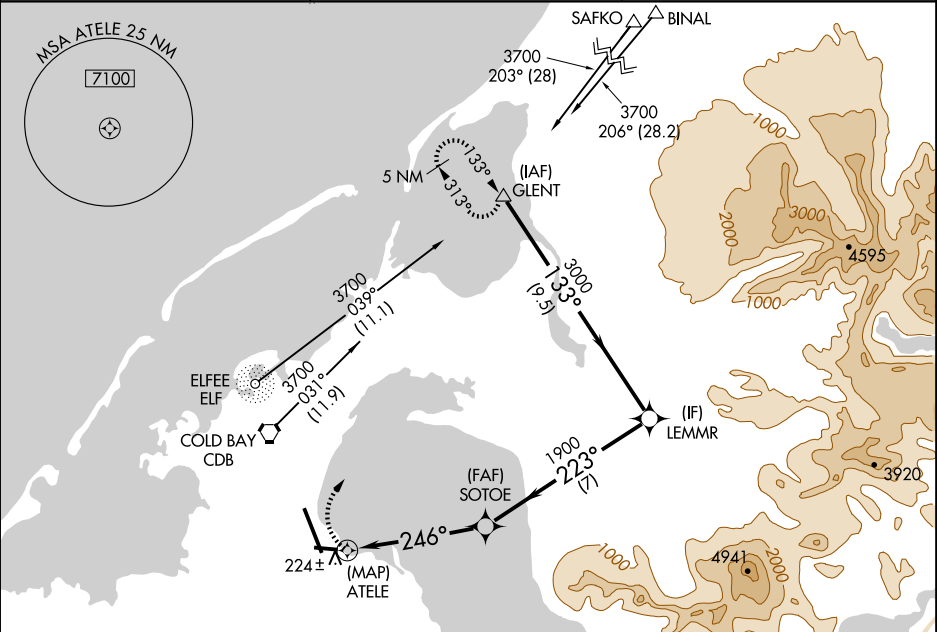
RNAV (GPS) RWY 26

COLD BAY (CDB) (PACD)

⚠ Circling NA for Cats A and B southwest of Rwy 14-32 at night.
Circling NA for Cats C and D southwest of Rwy 14-32.
When VGSI inoperative, circling Rwy 32 and straight-in/circling Rwy 26 NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3700 direct GLENT and hold, continue climb-in-hold to 3700.

ASOS 135.75	ANCHORAGE CENTER 118.5 278.3	COLD BAY RADIO 123.6 (CTAF) D
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ELEV 102 D			
CATEGORY		Procedure Turn NA	
LNAV MDA		TDZE 96	
CIRCLING		112 ±	
		237 ±	
		HIRL all Rwy's D	

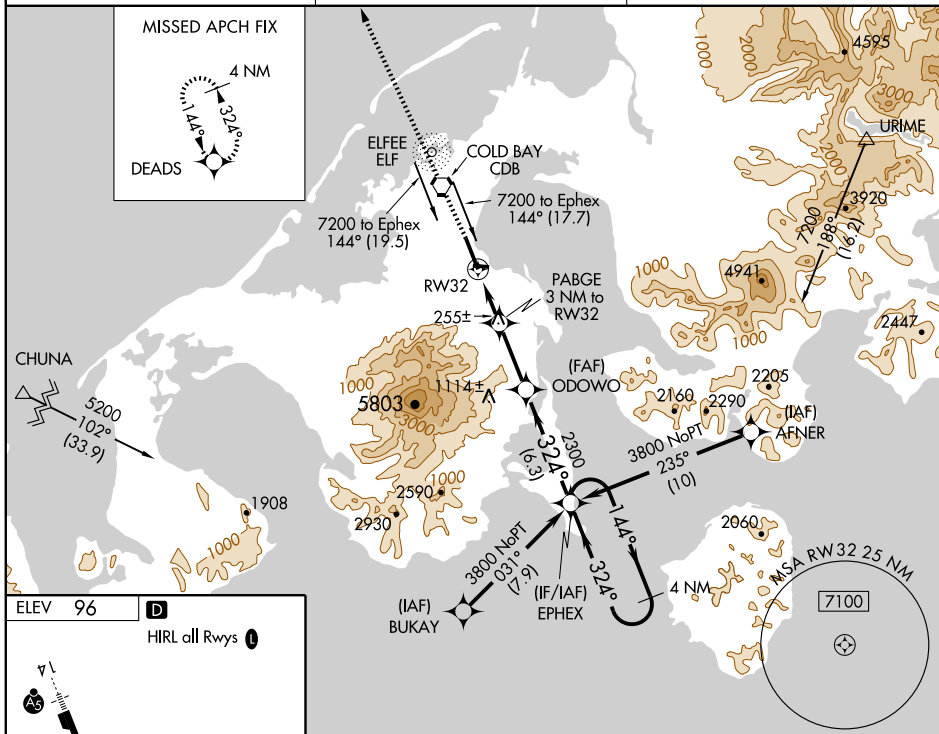
WAAS CH 49106 W32A	APP CRS 324°	Rwy Idg 10415 TDZE 89 Apt Elev 96
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RNAV (GPS) RWY 32

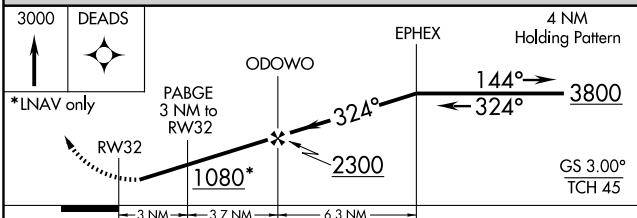
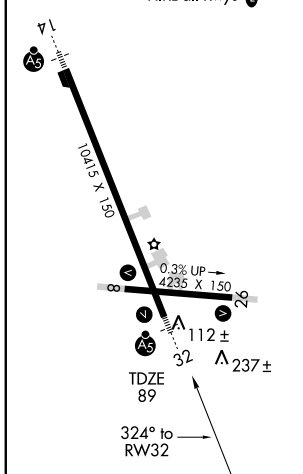
COLD BAY (CDB) (PACD)

<p>▼ When VGSI inoperative, circling Rwy 26 and straight-in/circling Rwy 32 NA at night. Inoperative table does not apply to LPV. Inoperative table does not apply to LNAV Cats A and B. For inoperative MALSR, increase LNAV Cats C and D visibility to 1¼. Circling NA for Cats C and D SW of RWY 14-32. Circling NA for Cats A and B SW of RWY 14-32 at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 3000 direct DEADS and hold.</p>
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<p>ASOS 135.75</p>	<p>ANCHORAGE CENTER 118.5 278.3</p>	<p>COLD BAY RADIO 123.6 (CTAF) 0</p>
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ELEV 96	D
HIRL all Rwys 0	



CATEGORY	A	B	C	D
LPV DA		339-1	250 (300-1)	
LNAV/ VNAV DA		497-1	408 (500-1)	
LNAV MDA		500-1	411 (500-1)	
CIRCLING	540-1 444 (500-1)	560-1 464 (500-1)	560-1½ 464 (500-1½)	660-2 564 (600-2)

VORTAC CDB 112.6 Chan 73	APP CRS 316°	Rwy Idg TDZE Apt Elev	N/A N/A 102
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VOR/DME or TACAN-A
COLD BAY (CDB) (PACD)

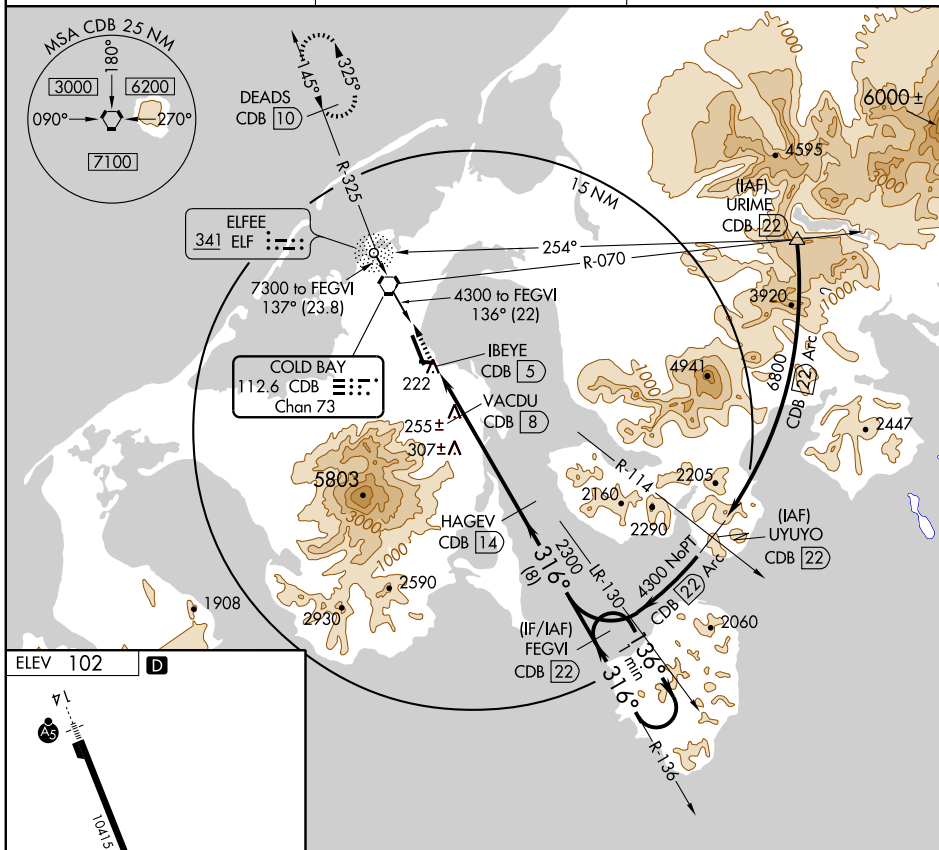
▼ Circling not authorized for Cats A and B southwest of Rwy 14-32 at night.
Circling not authorized for Cats C and D southwest of Rwy 14-32.
When VGSI inoperative, circling Rwy 26 and 32 not authorized at night.

MISSED APPROACH: Climb to 3000 direct CDB
VORTAC and via CDB R-325 to DEADS/10 DME
and hold.

ASOS
135.75

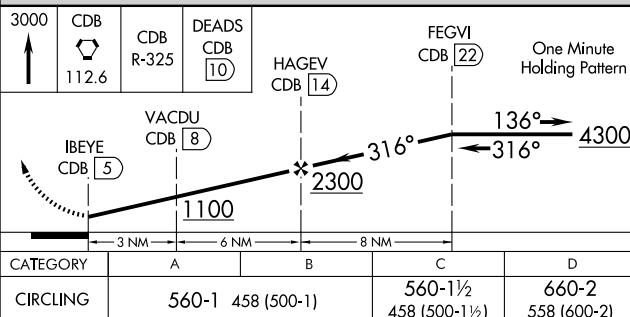
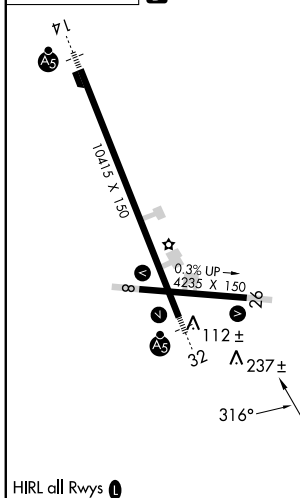
ANCHORAGE CENTER
118.5 278.3

COLD BAY RADIO
123.6 (CTAF) **L**



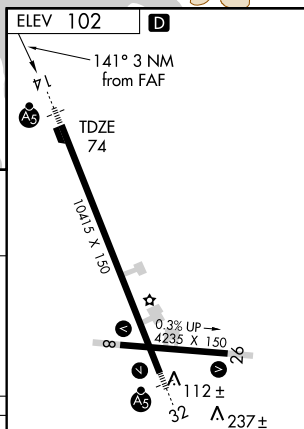
ELEV 102

D



MISSED APPROACH: Climb to 1200 then climbing left turn to 2700 direct CDB VORTAC and hold.

COLD BAY RADIO
123.6 (CTAF) **L**



HIRL all Rwy's 1					
FAF to MAP 3 NM					
Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00

BETTLES ONE DEPARTURE (RNAV) (OBSTACLE)

ANCHORAGE CENTER

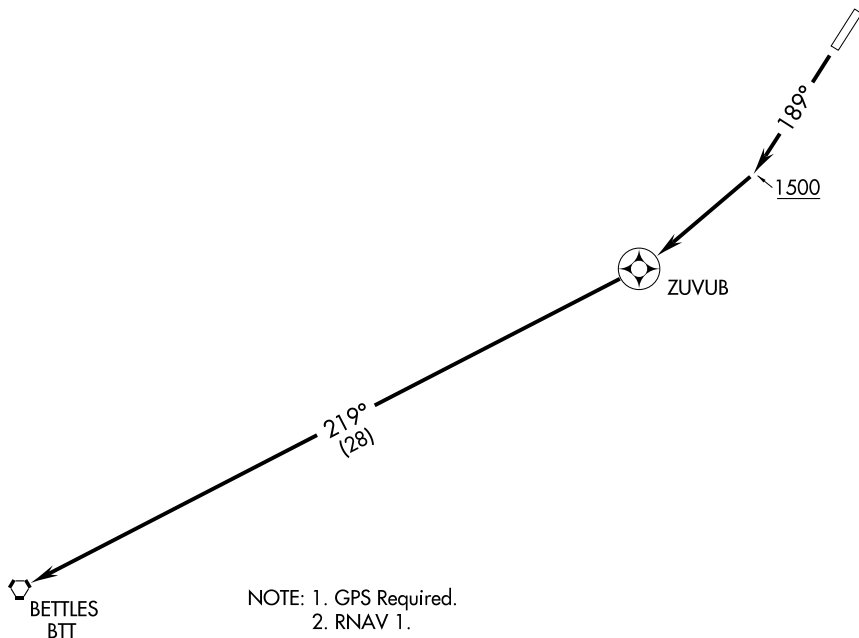
124.6 352.0

ASOS

135.45

CTAF

122.9



NOTE: 1. GPS Required.
2. RNAV 1.

TAKE-OFF MINIMUMS

Rwy 1: NA, obstacles.

Rwy 19: Standard with minimum climb of 391' per NM to 4300.

TAKE-OFF OBSTACLE NOTE

Rwy 19: Multiple trees beginning 2 NM from DER, 3512' left of centerline, up to 50' AGL/1449' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 19: Climb via 189° heading to at or above 1500, then right turn direct ZUVUB, then via depicted route to BTT VORTAC, maintain 8000.

APP CRS 170°	Rwy Idg TDZE Apt Elev	N/A N/A 1042
------------------------	-----------------------------	---

RNAV (GPS)-A

COLDFOOT (CXF) (PACX)

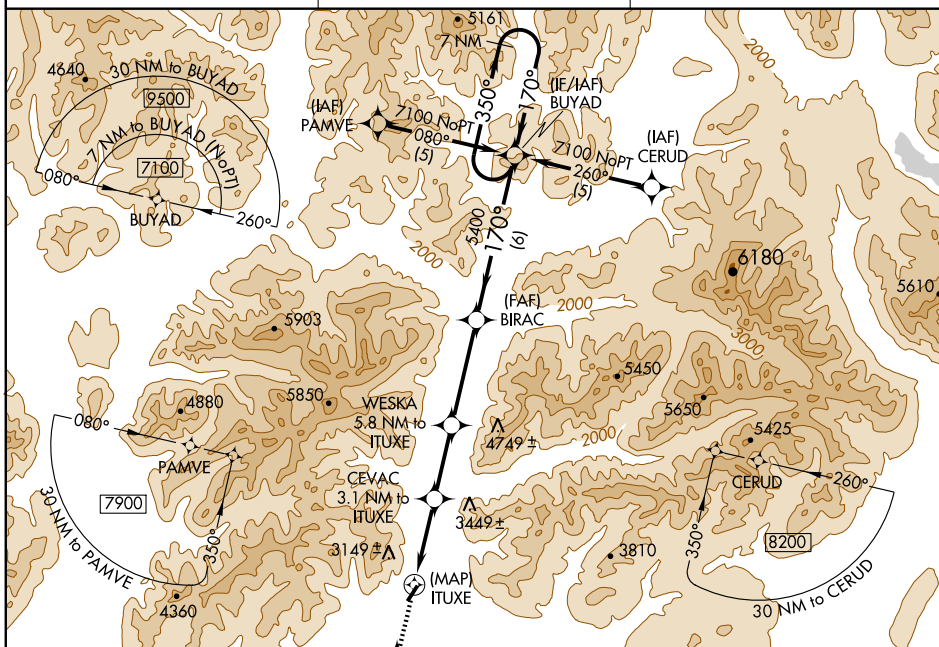
NA Circling NA for Cats B and C west of Rwy 1-19.
DME/DME RNP- 0.3 NA.
Use Betfles altimeter setting.

MISSED APPROACH: Climb to 6300 direct REBNE and via 204° track to NUGNE and hold.

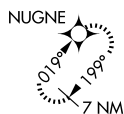
BETFLES ASOS
135.45

ANCHORAGE CENTER
124.6 352.0

CTAF
122.9

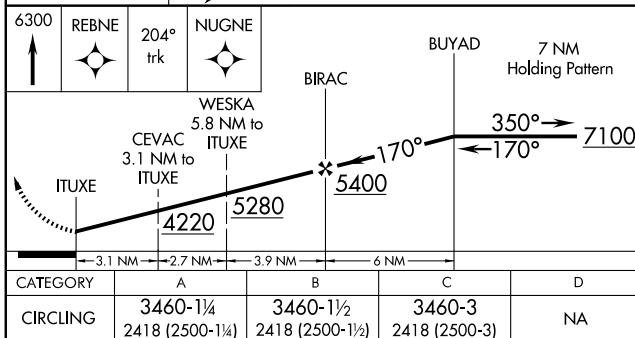
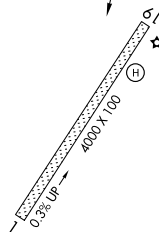


MISSED APCH FIX



ELEV 1042

170° to ITUXE



MIRL Rwy 1-19 **1**

▼

NA

Circling NA for Cat C west of Rwy 1-19.

Use Bettles altimeter setting.

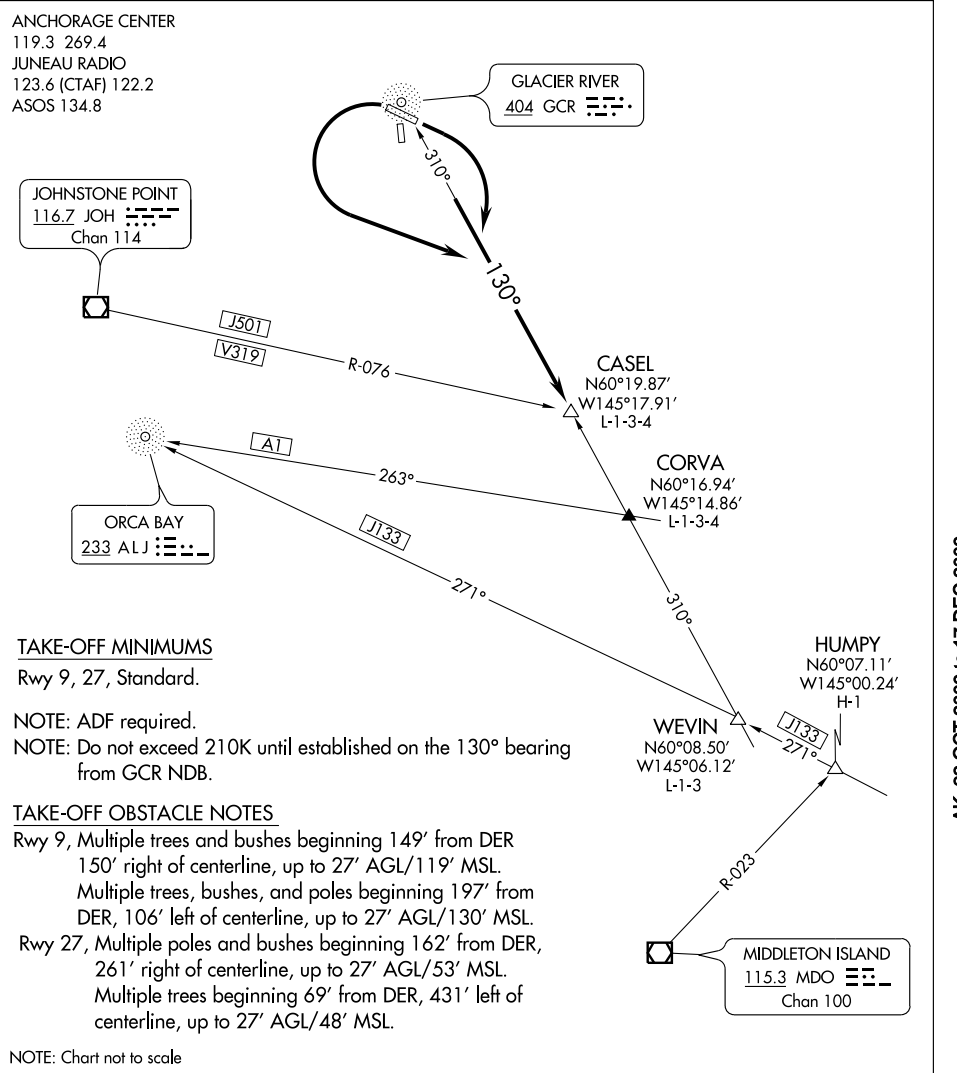
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing right turn to 6300 direct NUGNE and hold.

BETTLES ASOS 135.45	ANCHORAGE CENTER 124.6 352.0	CTAF 122.9
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<div> <div>7 NM Holding Pattern</div> <div>NUGNE</div> <div>KIBEC</div> <div>RW01</div> </div> <div> <div>6300</div> <div>199°</div> <div>019°</div> <div>019°</div> <div>4400</div> <div>3.69° TCH 40</div> <div>7 NM</div> <div>8.5 NM</div> </div> <div> <div>6300</div> <div>NUGNE</div> <div>TDZE 1040</div> <div>0.3% Up</div> <div>4000 X 100</div> <div>019° to RW01</div> </div>				
CATEGORY	A	B	C	D
<div> <div>LNAV MDA</div> <div>3820-1¼</div> <div>2780 (2800-1¼)</div> <div>3820-1½</div> <div>2778 (2800-1½)</div> </div>	<div> <div>3820-1½</div> <div>2780 (2800-1½)</div> <div>3820-1¾</div> <div>2778 (2800-1¾)</div> </div>	<div> <div>3820-1½</div> <div>2780 (2800-1½)</div> <div>3820-1¾</div> <div>2778 (2800-1¾)</div> </div>	<div> <div>3820-3</div> <div>2780 (2800-3)</div> <div>3820-3</div> <div>2778 (2800-3)</div> </div>	<div> <div>NA</div> <div>NA</div> </div>
CIRCLING	NA	NA	NA	NA

MIRL Rwy 1-19



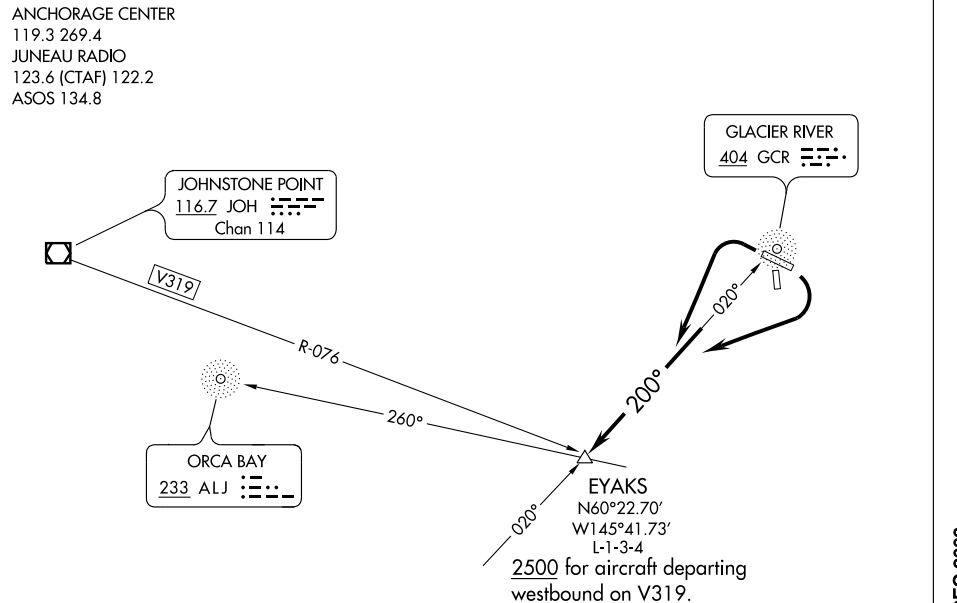
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climbing right turn to intercept the 130° bearing from GCR NDB to CASEL INT, Thence. . . .

TAKE-OFF RUNWAY 27: Climbing left turn to intercept the 130° bearing from GCR NDB to CASEL INT, Thence. . . .

. . . via assigned route. Maintain 5000 expect higher altitude 10 minutes after departure.

AK 22 OCT 2009 to 17 DEC 2009



NOTE: ADF required.

NOTE: Rwy 27: ATC climb of 219' per NM to 2500 required
for aircraft departing westbound on V319.

TAKE-OFF MINIMUMS

Rwy 9, 27, Standard. Do not exceed 210K until established on 200° bearing from GCR NDB.

TAKE-OFF OBSTACLE NOTES

Rwy 9, Multiple trees and bushes beginning 149' from DER, 150' right of centerline,
up to 27' AGL/119' MSL.
Multiple trees, bushes, and poles beginning 197' from DER, 106' left of centerline,
up to 27' AGL/130' MSL.

Rwy 27, Multiple poles and bushes beginning 162' from DER, 261' right of centerline,
up to 27' AGL/53' MSL.
Multiple trees beginning 69' from DER, 431' left of centerline, up to 27' AGL/48' MSL.

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climbing right turn to intercept the 200° bearing from GCR NDB
to EYAKS INT, Thence. . . .

TAKE-OFF RUNWAY 27: Climbing left turn to intercept the 200° bearing from GCR NDB
to EYAKS INT, Thence. . . .

. . . . via assigned route, maintain 5000, expect higher altitude 10 minutes after departure.

AK. 22 OCT 2009 to 17 DEC 2009

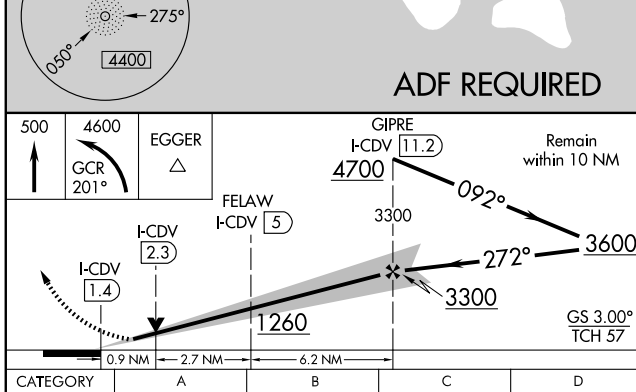
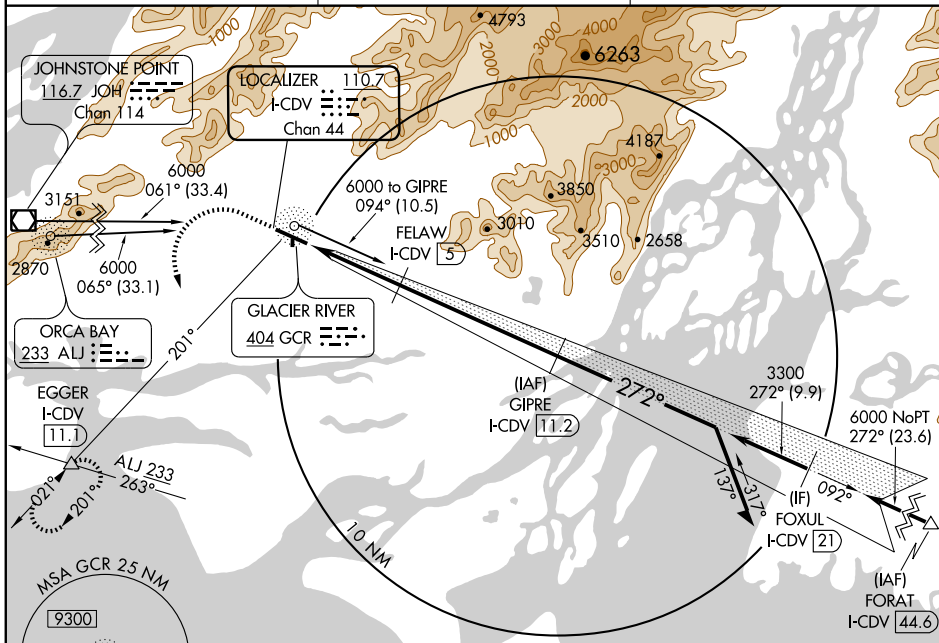
LOC/DME I-CDV	APP CRS	Rwy Idg	7500
110.7	272°	TDZE	53
Chan 44		Apt Elev	54

ILS or LOC/DME RWY 27

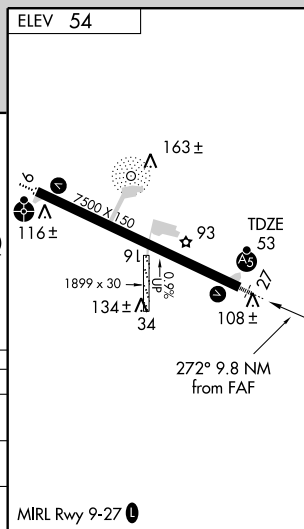
CORDOVA/ MERLE K (MUDHOLE) SMITH (CDV) (PACV)

<p>⚠ Circling NA north of Rwy 9-27. Circling NA at night to Rwy 16-34. ADF required.</p>	<p>MALSR AS</p>	<p>MISSED APPROACH: Climb to 500 then dimming left turn to 4600 via 201° bearing from GCR NDB to EGGER INT/I-CDV 11.1 DME and hold.</p>
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ASOS 134.8	ANCHORAGE CENTER 119.3 133.6 269.4	JUNEAU RADIO 123.6 (CTAF) 0 122.2
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CATEGORY	A	B	C	D
S-ILS 27	253-1/2	200 (200-1/2)		
S-LOC 27	380-1/2	327 (400-1/2)		
CIRCLING	460-1 406 (500-1)	520-1 466 (500-1)	520-1 1/2 466 (500-1 1/2)	620-2 566 (600-2)



APP CRS	Rwy Idg	N/A
040°	TDZE	N/A
	Apt Elev	54

RNAV (GPS)-B

CORDOVA/MERLE K (MUDHOLE) SMITH (CDV)(PACV)

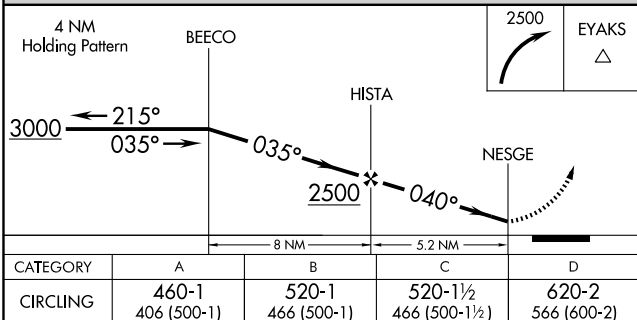
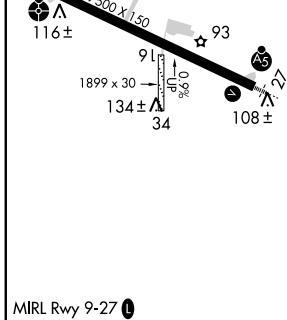
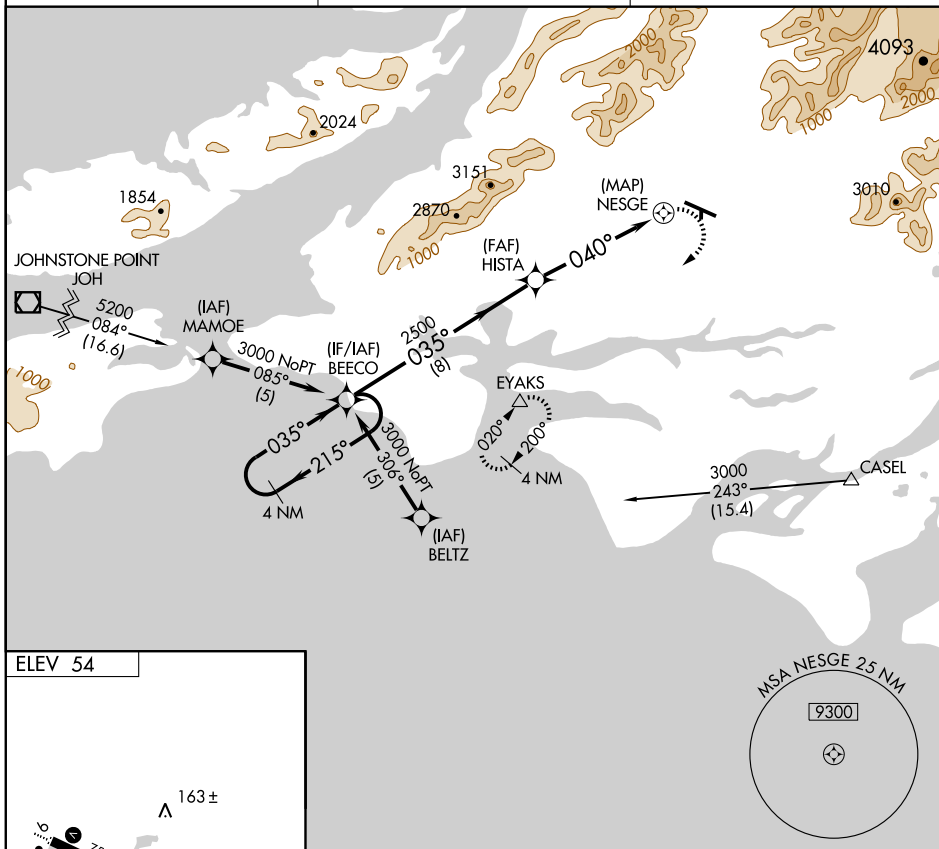
T DME/DME RNP-0.3 NA.
Circling NA north of Rwy 9-27.
Circling NA at night to Rwy 16-34.

MISSED APPROACH: Climbing right turn to 2500 direct EYAKS and hold.

ASOS
134.8

ANCHORAGE CENTER
119.3 133.6 269.4

JUNEAU RADIO
123.6 (CTAF) **L** 122.2



▼

DME/DME RNP- 0.3 NA. Circling NA north Rwy 9-27.
Circling NA at night to Rwy 16-34.
For inoperative MALSR, increase LNAV Cat A and B
visibility to 1 mile, increase Cat D visibility to 1 ¼ mile.

MALSR

MISSED APPROACH: Climbing left turn to 3000
direct CORVA and hold.

ASOS 134.8	ANCHORAGE CENTER 119.3 133.6 269.4	JUNEAU RADIO 123.6 (CTAF) 122.2
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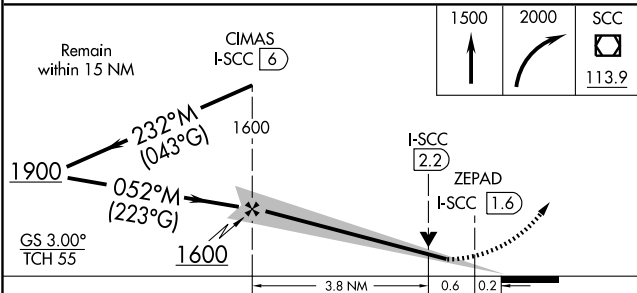
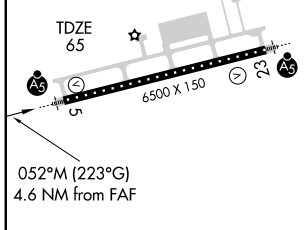
ELEV 54

3000	CORVA	GOCEK 2.1 NM to COROH	GREAN	NINZA
0.7 NM to COROH	0.7 NM to COROH	3.00° TCH 58	282°	283°
COROH	900	1700	3000	3000
0.5	0.7	1.4 NM	2.5 NM	6.4 NM
CATEGORY	A	B	C	D
LNAV MDA	460-¾ 407 (500-¾)			460-1 407 (500-1)
CIRCLING	460-1 406 (500-1)	520-1 466 (500-1)	520-1½ 466 (500-1½)	620-2 566 (600-2)

AK. 22 OCT 2009 to 17 DEC 2009

MALSR		MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SCC VOR/DME and hold.
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DEADHORSE RADIO
123.6 (CTAF) **L**


DEADHORSE RADIO
123.6 (CTAF) L

CATEGORY	A	B	C	D	E
S-ILS 5	*265/24 200 (200-½)				
S-LOC 5	380/24 315 (400-½)			380/40 315 (400-¾)	
CIRCLING	540-1 475 (500-1)	540-1½ 475 (500-1½)		620-2 555 (600-2)	

LOC/DME I-SCC <u>109.3</u> Chan 30	APP CRS 232° M (043° G)	Rwy Idg 6500 TDZE 63 Apt Elev 65
--	---	---

LOC/DME BC RWY 23
DEADHORSE (SCC) (PASC)

A For inoperative MALS, increase Cat D and E visibility to RVR 5000. When using Nuiqsut altimeter setting, inoperative table does not apply. When local altimeter setting not received, use Nuiqsut altimeter setting and increase all MDAs 140 feet and all visibilities $\frac{3}{4}$ mile. VDP NA when using Nuiqsut altimeter setting.

<p>MALSR</p> 	<p>MISSED APPROACH:</p> <p>Climb to 1500, then climbing right turn to 2000 direct SCC VOR/DME and hold.</p>
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ATIS
118.4

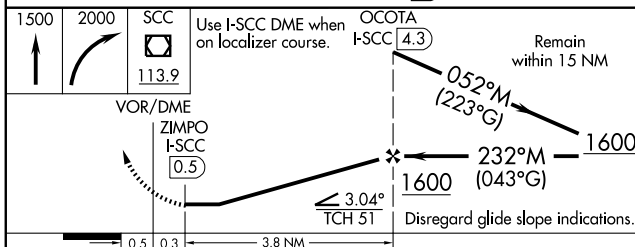
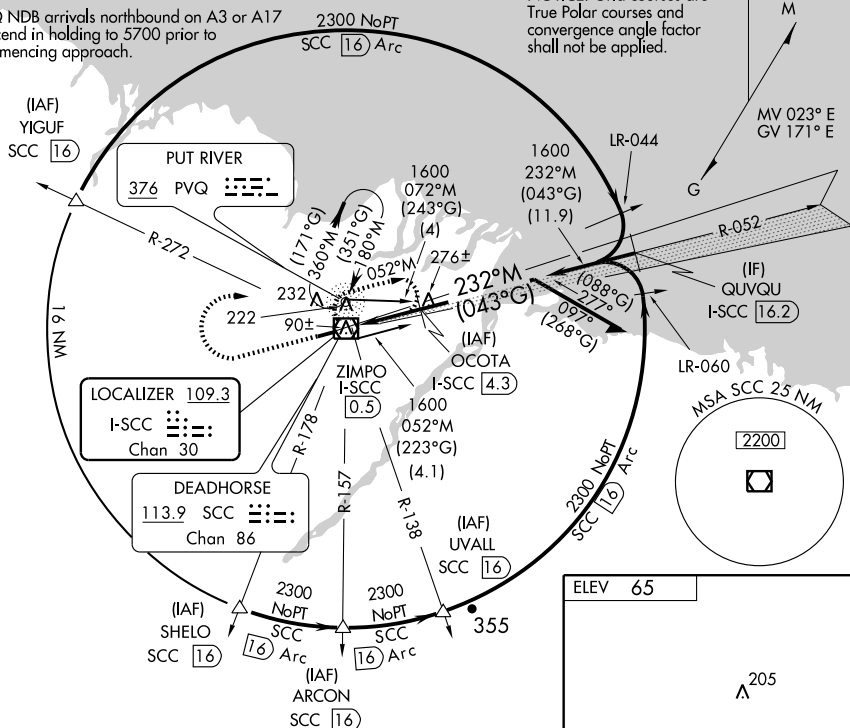
ANCHORAGE CENTER
134.4 370.9

DEADHORSE RADIO
123.6 (CTAF) **L**

BACK COURSE

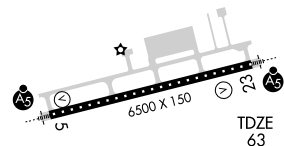
PVQ NDB arrivals northbound on A3 or A17 descend in holding to 5700 prior to commencing approach.

NOTICE: Grid courses are True Polar courses and convergence angle factor shall not be applied.



CATEGORY	A	B	C	D	E
S-23	340/24	277 (300-½)		340/40	277 (300-¾)
CIRCLING	540-1	475 (500-1)	540-1½ 475 (500-1½)	620-2	555 (600-2)

ELEV 65

 Λ^{205} 

HIRL Rwy 5-23 L

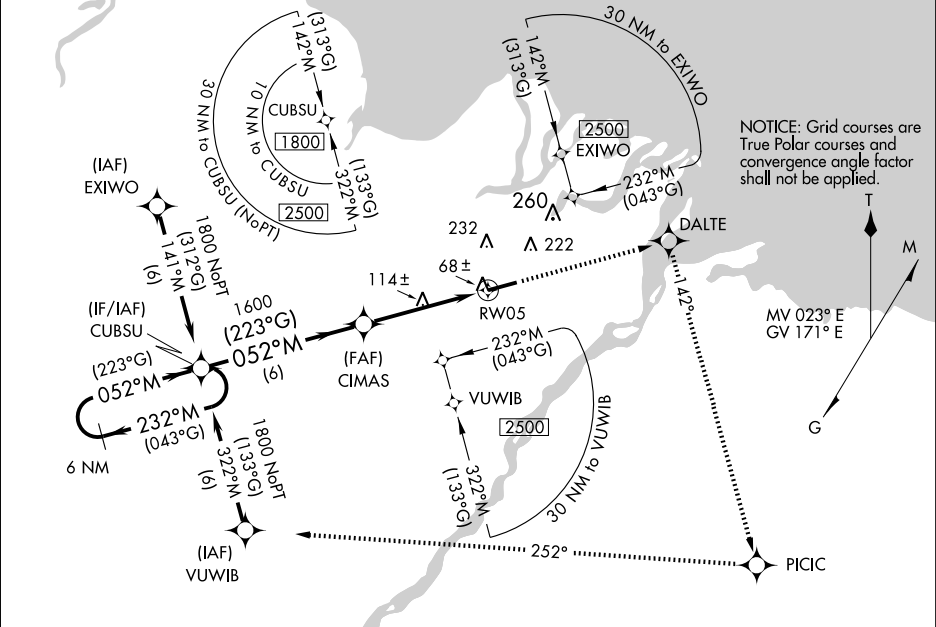
WAAS CH 49103 W05A	APP CRS 052° M (223° G)	Rwy Idg TDZE Apt Elev	6500 65 65
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RNAV (GPS) RWY 5
DEADHORSE (SCC) (PASC)

⚠ When local altimeter setting not received, use Nuiqsut altimeter and increase all DAs/MDAs 140 feet and all visibilities 1 mile. Inoperative table does not apply to LNAV Cat D visibility. For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat D visibility to RVR 5000, Cat E visibility to RVR 6000 and LNAV Cat E visibility to RVR 6000. When using Nuiqsut altimeter setting, inoperative table does not apply. BARO-VNAV NA when using Nuiqsut altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA when using Nuiqsut altimeter setting. WAAS VNAV NA.

MALSR
A5
MISSED APPROACH: Climb to 1800 direct DALTE and right turn via 142° track to PICIC and right turn via 252° track to VUWIB and via 322° track to CUBSU and hold.

ATIS 118.4	ANCHORAGE CENTER 134.4 370.9	DEADHORSE RADIO 123.6 (CTAF) 0
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6 NM Holding Pattern

1800 ← (043°G) 232°M → (223°G) 052°M → (223°G) 1600

GS 3.00 TCH 55 VGSI and RNAV glidepath not coincident.

CUBSU
↑ 1800
↑ 142° TRK
↑ 252° TRK
↑ 322° TRK

CIMAS
↑ 142° TRK
↑ 252° TRK
↑ 322° TRK

RW05
↑ 142° TRK
↑ 252° TRK
↑ 322° TRK

VUWIB
↑ 142° TRK
↑ 252° TRK
↑ 322° TRK

ELEV 65

A205

TDZE 65

6500 X 150

052°M (223°G) to RW05


CATEGORY	A	B	C	D	E
LPV DA	315/24 250 (300-½)				
LNAV/VNAV DA	394/24 329 (400-½)		394/40 329 (400-¾)		
LNAV MDA	400/24 335 (400-½)		400/50 335 (400-1)		
CIRCLING	540-1 475 (500-1)		540-1½ 475 (500-1½)		620-2 555 (600-2)

HIRL Rwy 5-23 0

WAAS CH 69203 W23A	APP CRS 232° M (043° G)	Rwy Idg TDZE Apt Elev	6500 63 65
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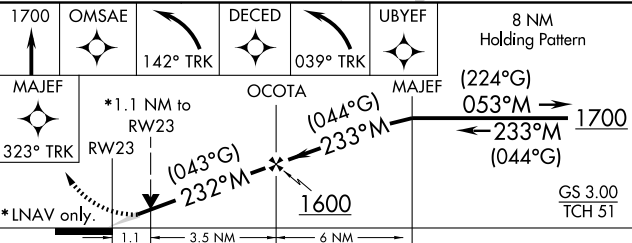
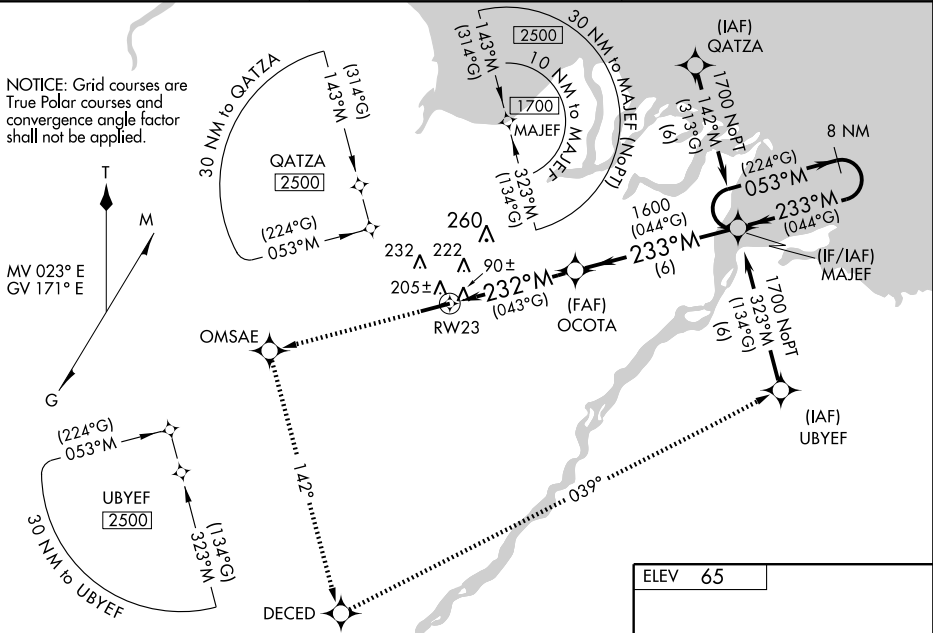
A When local altimeter setting not received, use Nuiqsut altimeter setting and increase all DAs/MDAs 140 feet and all visibilities 1½ mile. Inoperative table does not apply to LPV minimums. For inoperative MALSR, increase LNAV/VNAV Cat E visibility to 1¾ and LNAV Cat D visibility to RVR 6000 and Cat E visibility to 1½. When using Nuiqsut altimeter setting inoperative table does not apply. DME/DME RNP-0.3 NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). WAAS VNAV NA. BARO-VNAV NA when using Nuiqsut altimeter setting. VDP NA when using Nuiqsut altimeter setting.

MALSR



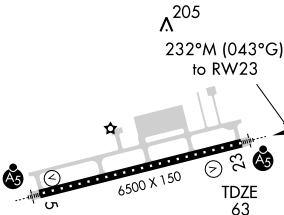
MISSED APPROACH: Climb to 1700 direct OMSAE and left turn via 142° track to DECED and left turn via 039° track to UBYEF and via 323° track to MAJEF and hold.

ATIS 118.4	ANCHORAGE CENTER 134.4 370.9	DEADHORSE RADIO 123.6 (CTAF) 0
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CATEGORY	A	B	C	D	E
LPV DA	313/40		250 (300-¾)		
LNAV/VNAV DA	524/50		461 (500-1)		524/60 461 (500-1¼)
LNAV MDA	460/24		397 (400-½)		460/50 397 (400-1)
CIRCLING	540-1	475 (500-1)	540-1½ 475 (500-1½)	620-2	555 (600-2)

ELEV 65



HIRL Rwy 5-23 0

AK. 22 OCT 2009 to 17 DEC 2009

VOR/DME SCC 113.9 Chan 86	APP CRS 052°M (223°G)	Rwy Idg TDZE Apt Elev	6500 65 65
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VOR/DME RWY 5

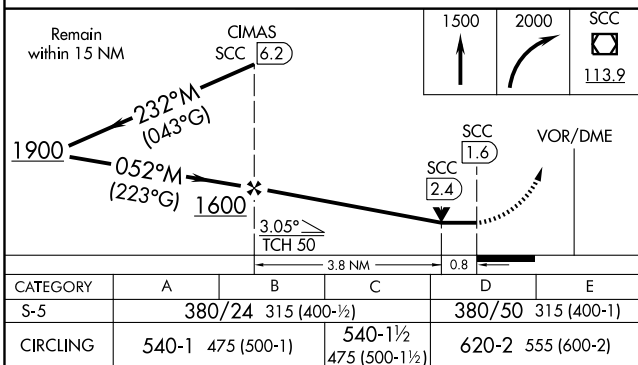
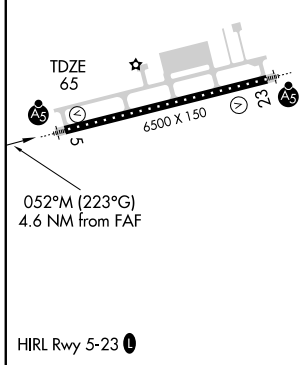
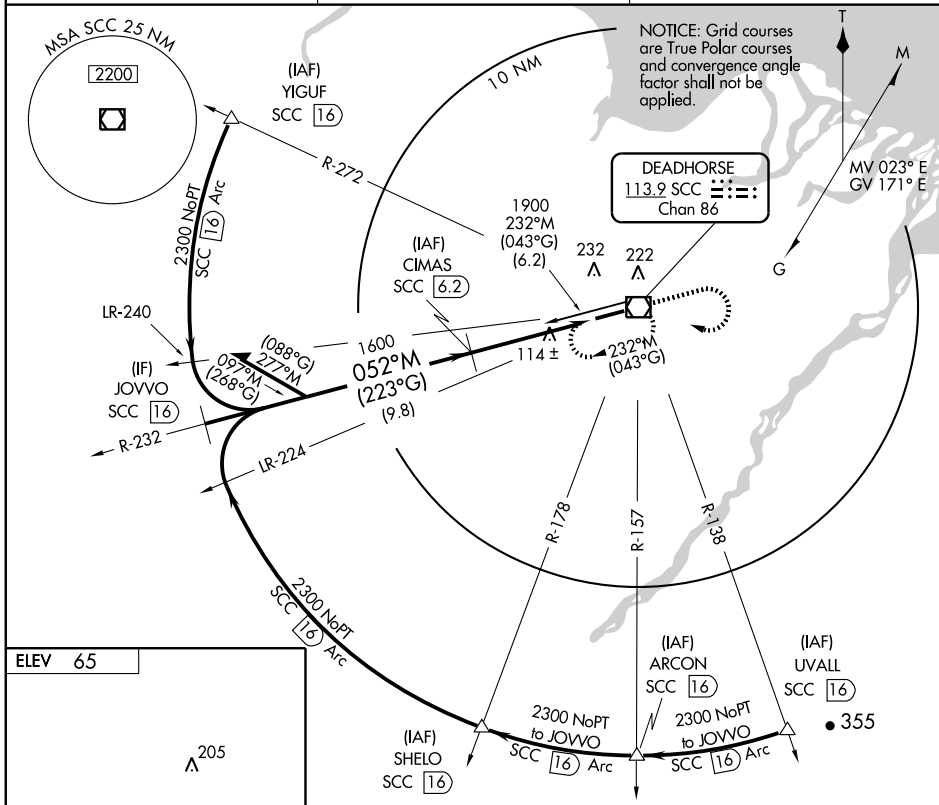
DEADHORSE (SCC) (PASC)

⚠ Inoperative table does not apply to S-5 Cats D and E, and when using Nuiqsut altimeter setting. When local altimeter setting not received, use Nuiqsut altimeter setting and increase all MDAs 140 feet, and all visibilities $\frac{3}{4}$ mile. VDP NA when using Nuiqsut altimeter setting.



MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SCC VOR/DME and hold.

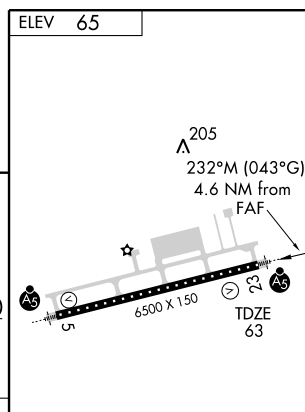
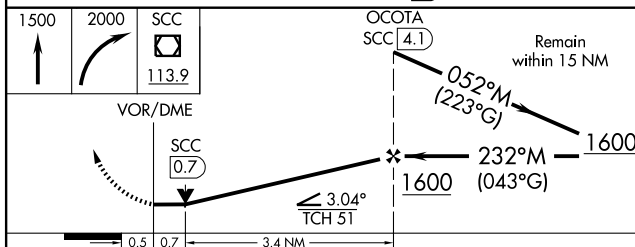
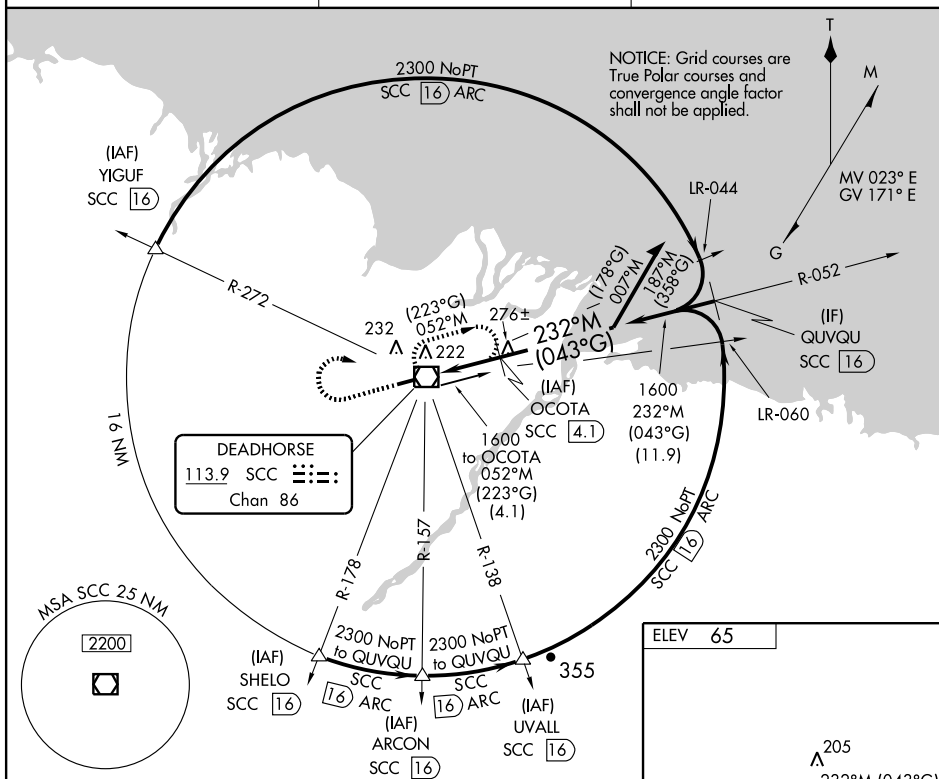
ATIS 118.4	ANCHORAGE CENTER 134.4 370.9	DEADHORSE RADIO 123.6 (CTAF) 0
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MALSR
A5

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SCC VOR/DME and hold.

ANCHORAGE CENTER
134.4 370.9

DEADHORSE RADIO
123.6 (CTAF) **L**

CATEGORY	A	B	C	D	E
S-23	480/24 417 (500-½)		480/40 417 (500-¾)	480/50 417 (500-1)	
CIRCLING	540-1 475 (500-1)		540-1½ 475 (500-1½)	620-2 555 (600-2)	

HIRL Rwy 5-23 **L**

VOR RWY 5

VOR/DME SCC	APP CRS	Rwy Idg	6500
113.9	052°M	TDZE	65
Chan 86	(223°G)	Apt Elev	65

DEADHORSE (SCC) (PASC)

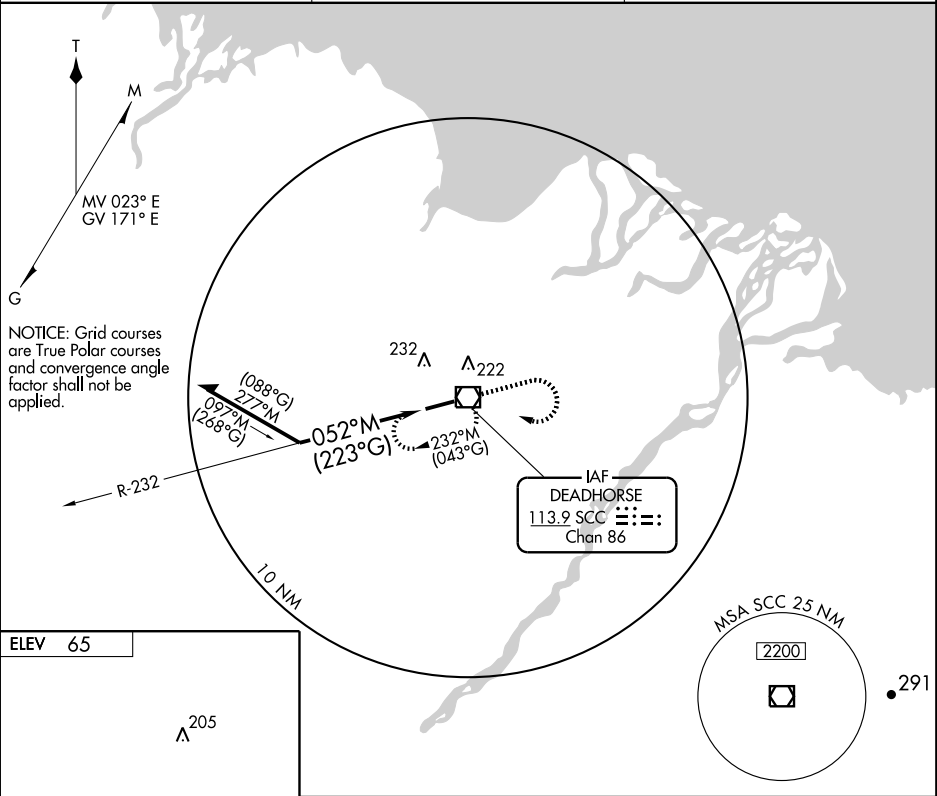
⚠ When local altimeter setting not received, use Nuiqsut altimeter setting and increase all MDAs 140 feet, and all visibilities ¾ mile. VDP NA when using Nuiqsut altimeter setting. When using Nuiqsut altimeter setting, inoperative table does not apply.

MALSR

A5

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SCC VOR/DME and hold.

ATIS 118.4	ANCHORAGE CENTER 134.4 370.9	DEADHORSE RADIO 123.6 (CTAF) 0
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ELEV 65

⚠ 205

TDZE 65

052°M (233°G) to VOR/DME

HIRL Rwy 5-23 **0**

Remain within 10 NM				VOR/DME		1500 ↑		2000 ↗		SCC  113.9	
1600				(043° G) 232° M							
				052° M (223° G)		SCC 2.9					
				1.3							
CATEGORY											
S-5											
520/24 455 (500-½)											
520/40 455 (500-¾)											
520/50 455 (500-1)											
CIRCLING											
540-1 475 (500-1)											
540-1½ 475 (500-1½)											
620-2 555 (600-2)											

VOR/DME SCC	APP CRS	Rwy Idg	6500
113.9	232°M	TDZE	63
Chan 86	(043°G)	Apt Elev	65

VOR RWY 23
DEADHORSE (SCC) (PASC)

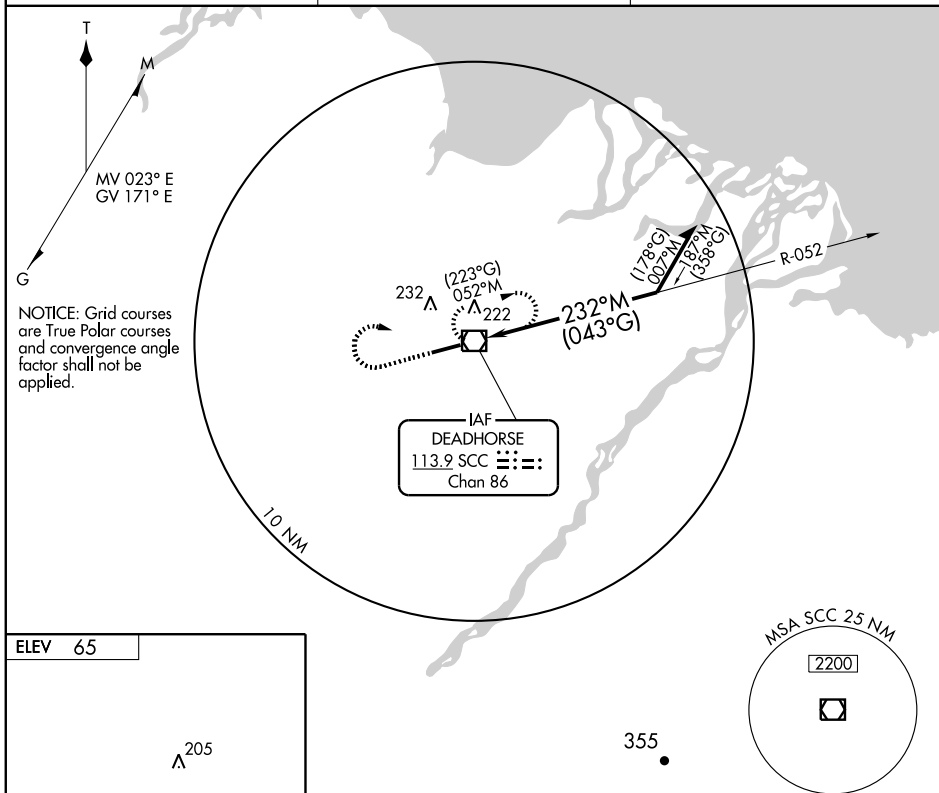
A When local altimeter setting not received, use Nuiqsut altimeter setting and increase all MDAs 140 feet, and all visibilities 1 mile. VDP NA when using Nuiqsut altimeter setting. When using Nuiqsut altimeter setting, inoperative table does not apply.

MALSR



MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SCC VOR/DME and hold.

ATIS 118.4	ANCHORAGE CENTER 134.4 370.9	DEADHORSE RADIO 123.6 (CTAF) 0
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AK. 22 OCT 2009 to 17 DEC 2009

Diagram illustrating the HIRL Rwy 5-23 approach. The top left shows a perspective view of the runway with TDZE 63, runway width 6500 X 150, and lights. The top right shows a VOR/DME station with a 1.4 NM distance to the runway, a 0.9 SCC, and a 113.9 frequency. The bottom right shows a table of approach categories and altitudes.

CATEGORY	A	B	C	D
S-23	540/24	477 (500-½)	540/40 477 (500-¾)	540/50 477 (500-1)
CIRCLING	540-1	475 (500-1)	540-1½ 475 (500-1½)	620-2 555 (600-2)

(KOTZE1.OTZ) 09239

KOTZE ONE DEPARTURE (RNAV)

SL-10058 (FAA)

DEERING (DEE)(PADE)

DEERING, ALASKA

ANCHORAGE CENTER

119.2 263.0

CTAF 122.9

TAKE-OFF OBSTACLES:

Rwy 2, Tree 82' from DER, 6' right of centerline, 30' AGL/55' MSL,

Trees beginning 803' from DER, left and right of centerline, up to 30' AGL/55' MSL.

Rwy 11, Trees beginning 119' from DER, left and right of centerline, up to 30' AGL/55' MSL.

Tree 4592' from DER, 796' left of centerline, 30' AGL/179' MSL.

Trees beginning 5715' from DER, 110' left of centerline, up to 30' AGL/329' MSL.

Trees beginning 1.3 NM from DER, 259' right of centerline, up to 30' AGL/429' MSL.

Rwy 20, Trees beginning 151' from DER, left and right of centerline, up to 30' AGL/79' MSL.

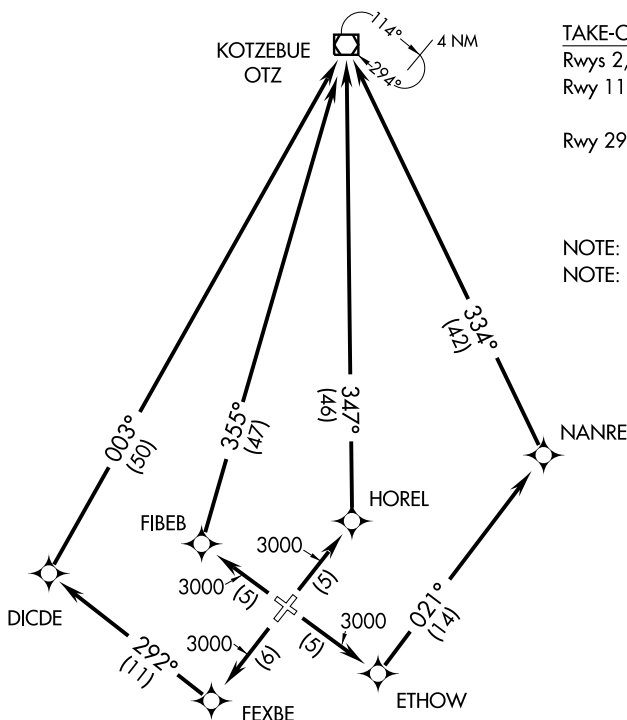
Rwy 29, Trees beginning 681' from DER, left and right of centerline, up to 30' AGL/104' MSL.

Tree 3524' from DER, 1185' right of centerline, 30' AGL/154' MSL.

Trees beginning 4721' from DER, 287' left of centerline, up to 30' AGL/179' MSL.

Tree 1.0 NM from DER, 653' left of centerline, 30' AGL/213' MSL.

Trees beginning 1.1 NM from DER, 872' right of centerline, up to 30' AGL/213' MSL.



TAKE-OFF MINIMUMS:

Rwys 2, 20: Standard.

Rwy 11, Standard with a minimum climb of 360' per NM to 800.

Rwy 29, 300-1½ or Standard with a minimum climb of 270' per NM to 300.

NOTE: GPS Required

NOTE: RNAV 1

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 2: Climb to 3000 or ATC assigned higher altitude direct HOREL and via 347° track to OTZ VOR/DME.

TAKE-OFF RWY 11: Climb to 3000 or ATC assigned higher altitude direct ETHOW and via 021° track to NANRE, and via 334° track to OTZ VOR/DME.

TAKE-OFF RWY 20: Climb to 3000 or ATC assigned higher altitude direct FEXBE and right turn via 292° track TO DICDE, and via 003° track to OTZ VOR/DME.

TAKE-OFF RWY 29: Climb to 3000 or ATC assigned higher altitude direct FIBEB and via 355° track to OTZ VOR/DME.

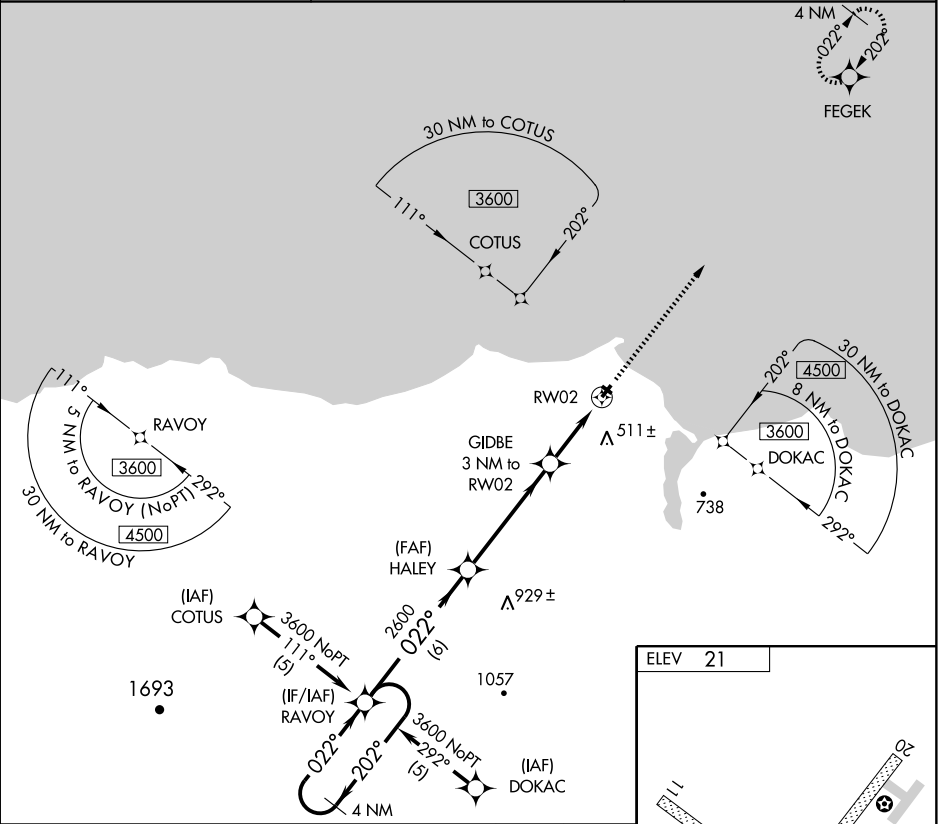
RNAV (GPS) RWY 2

DEERING (DEE)(PADE)

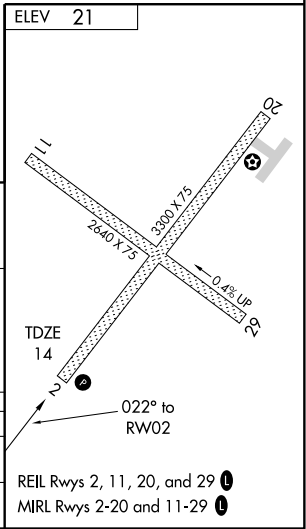
APP CRS	Rwy Idg	3300
022°	TDZE	14
	Apt Elev	21

<div><div></div><div></div></div> <div>DME/DME RNP-0.3 NA.</div>	MISSED APPROACH: Climb to 3000 direct FEGEK and hold.
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ASOS 135.5	ANCHORAGE CENTER 119.2 263.0	CTAF 122.9
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4 NM Holding Pattern				
VGSI and descent angles not coincident.				
RAVOY				
HALEY				
GIDBE 3 NM to RWY 2				
RWY 2				
3000				
FEGEK				
1040				
6 NM				
4.8 NM				
3 NM				
CATEGORY	A	B	C	D
LNAV MDA	540-1	526 (600-1)	540-1½ 526 (600-1½)	NA
CIRCLING	680-1 659 (700-1)	740-1 719 (800-1)	820-2¼ 799 (800-2¼)	NA



APP CRS	Rwy Idg	2640
110°	TDZE	21
	Apt Elev	21

RNAV (GPS) RWY 11
DEERING (DEE) (PADE)



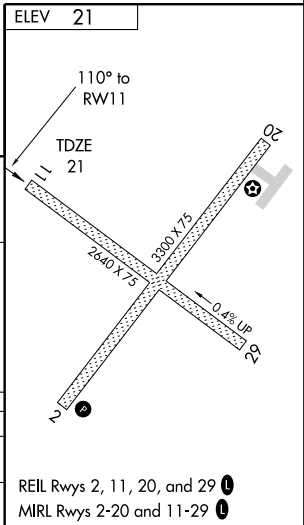
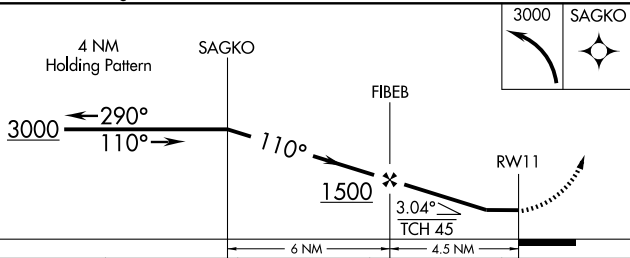
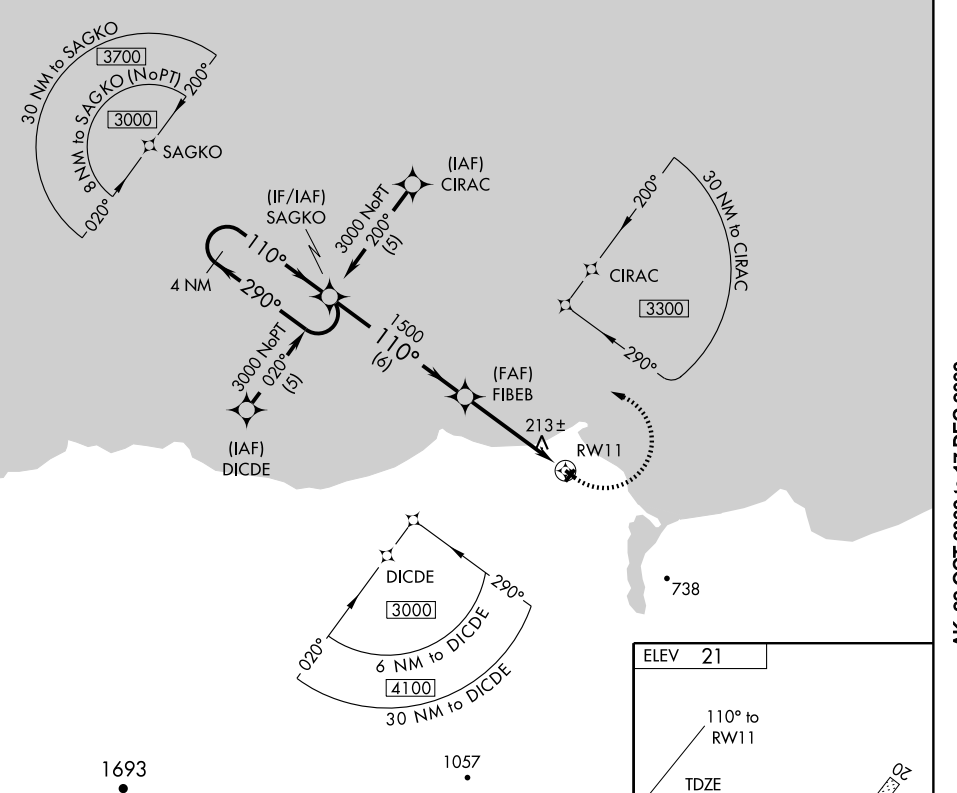
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000
direct SAGKO and hold.

ASOS
135.5

ANCHORAGE CENTER
119.2 263.0

CTAF
122.9 1



CATEGORY	A	B	C	D
LNAV MDA	620-1	599 (600-1)	620-1½ 599 (600-1½)	NA
CIRCLING	680-1 659 (700-1)	740-1 719 (800-1)	820-2¼ 799 (800-2¼)	NA

AK 22 OCT 2009 to 17 DEC 2009

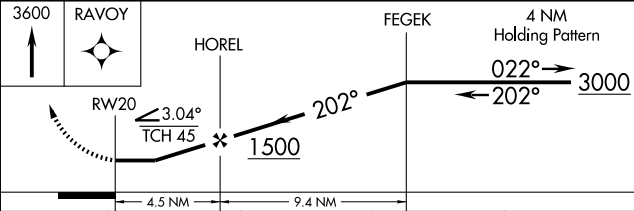
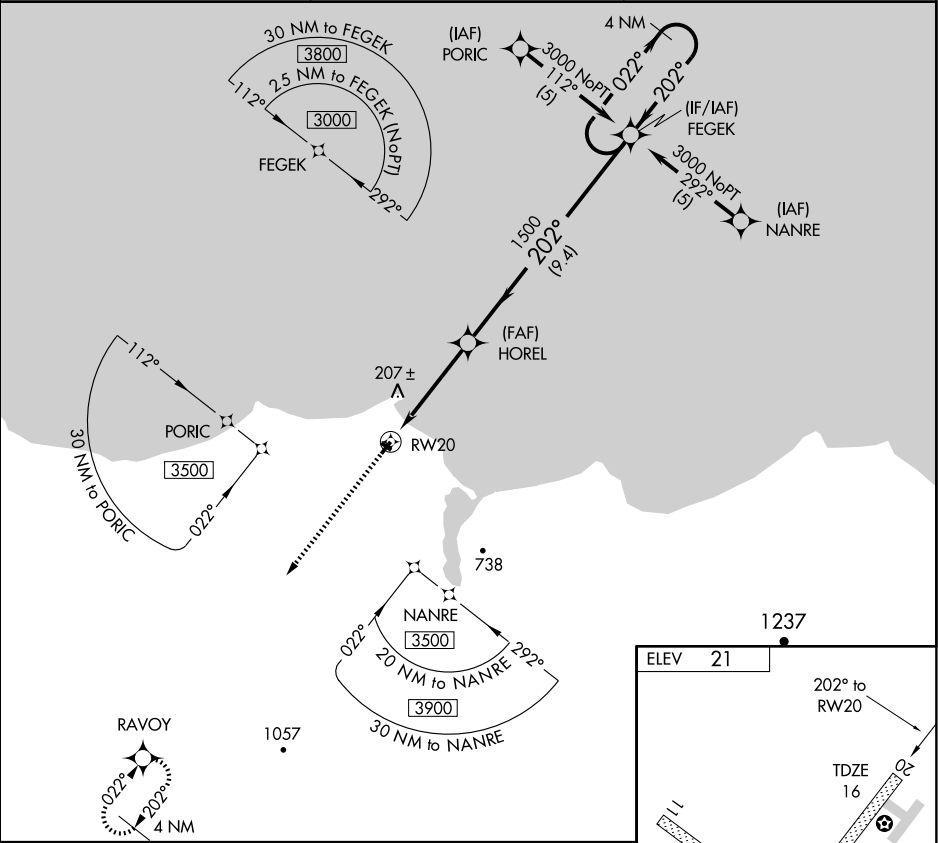
APP CRS	Rwy Idg	3300
202°	TDZE	16
	Apt Elev	21

RNAV (GPS) RWY 20

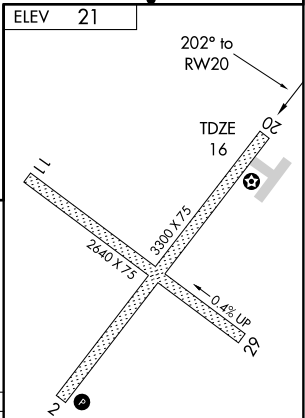
DEERING (DEE)(PADE)

<div><div>▼</div><div>▲</div></div> <div>DME/DME RNP-0.3 NA.</div>	MISSED APPROACH: Climb to 3600 direct RAVOY and hold, continue climb-in-hold to 3600.
--	---

ASOS 135.5	ANCHORAGE CENTER 119.2 263.0	CTAF 122.9 0
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CATEGORY	A	B	C	D
LNAV MDA	560-1	544 (600-1)	560-1½ 544 (600-1½)	NA
CIRCLING	680-1 659 (700-1)	740-1 719 (800-1)	820-2¼ 799 (800-2¼)	NA



REIL Rwy 2, 11, 20, and 29 0

MIRL Rwy 2-20 and 11-29 0

APP CRS	Rwy Idg	2640
291°	TDZE	21
	Apt Elev	21

RNAV (GPS) RWY 29

DEERING (DEE)(PADE)



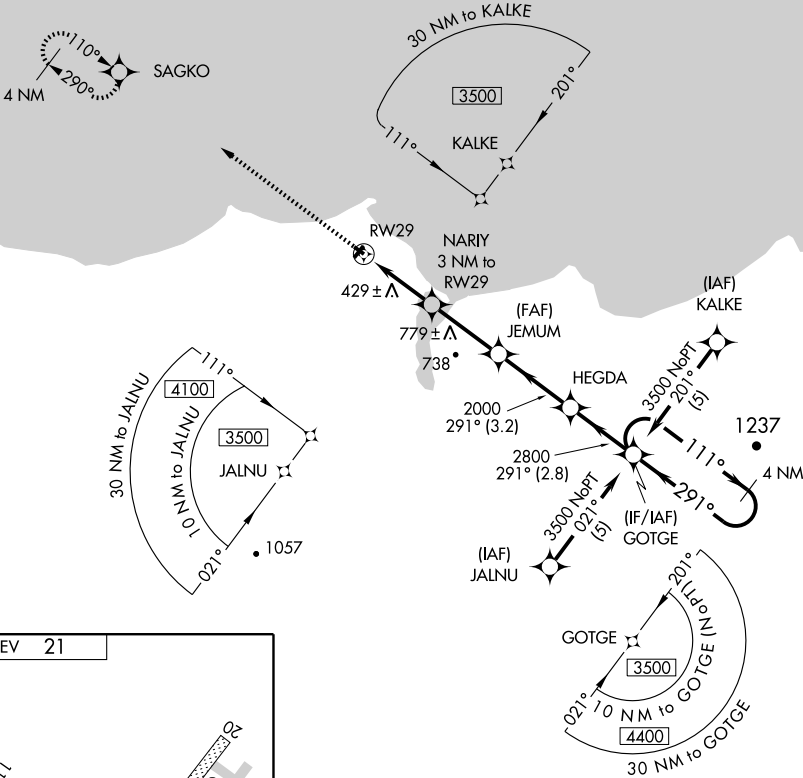
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct SAGKO and hold.

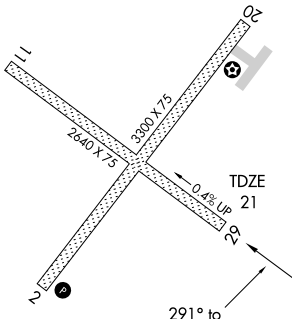
ASOS
135.5

ANCHORAGE CENTER
119.2 263.0

CTAF
122.9



ELEV 21



REIL Rwy 2, 11, 20, and 29
MIRL Rwy 2-20 and 11-29

3000 ↑	SAGKO 				
		4 NM Holding Pattern			
CATEGORY		A		B	
LNAV MDA		680-1 659 (700-1)		680-1 3/4 659 (700-1 3/4)	
CIRCLING		680-1 659 (700-1)		740-1 719 (800-1)	
				D	

LOC/DME I-BIG 111.1 Chan 48	APCH CRS 102°	Rwy Idg 6115 TDZE 1258 Arpt Elev 1291
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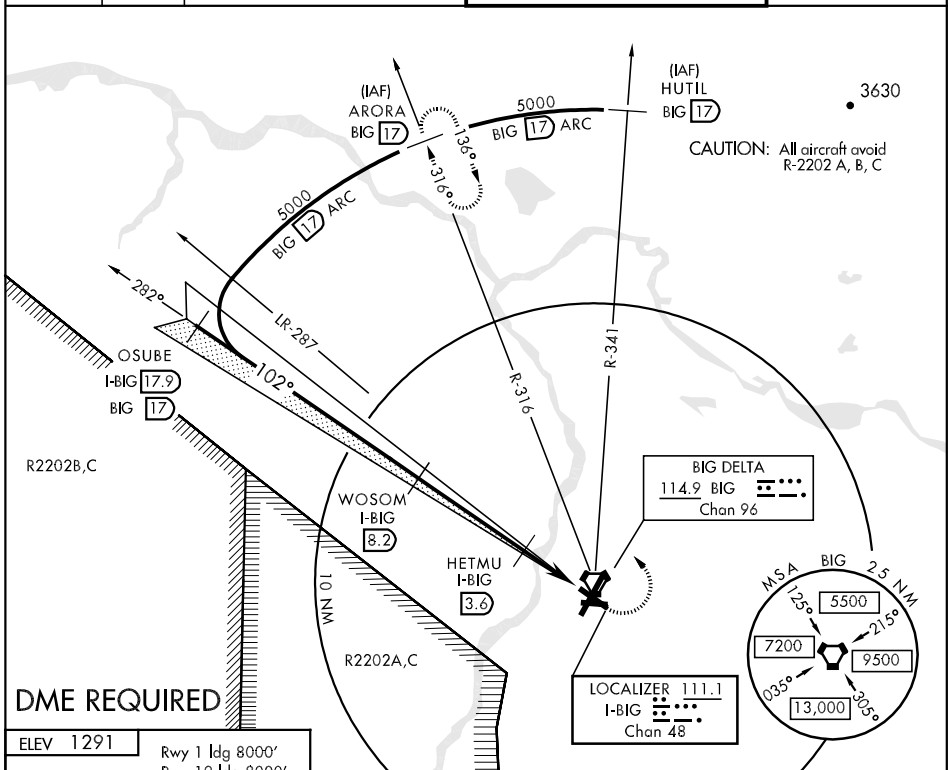
AL-1218 [USA]

ALLEN AAF (PABI)

* Circling not authorized South of Rwy 7-25.

MISSED APPROACH: Climb to 2200 then climbing left turn to 5000 via BIG R-316 to ARORA/BIG 17 DME and hold.

ATIS 132.075	ASOS 135.65	ANCHORAGE CENTER 135.3 322.5 (CTAF) 122.9 0			ALLEN TOWER ★ 119.8 235.775 40.8 (E) FM			GND CON 118.225 251.05	
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DME REQUIRED

ELEV 1291

Rwy 1 ldg 8000'

Rwy 19 ldg 8000'

102° 7.1 NM from WOSOM

TDZE 1258

6000' x 150'

6115' x 150'

4679' x 150'

1294

1343

1325±

28

HIRL Rwy 1-19 and 10-28

MIRL Rwy 7-25

REIL Rwy 10-28

CATEGORY	A	B	C	D
S-ILS 10	1458- $\frac{3}{4}$	200	(200- $\frac{3}{4}$)	
S-LOC 10	1560-1	302	(300-1)	
CIRCLING *	1720-1 429 (500-1)	1760-1 469 (500-1)	1760-1 $\frac{1}{2}$ 469 (500-1 $\frac{1}{2}$)	1860-2 569 (600-2)

NDB DJN 347	APCH CRS 183°	Rwy ldg TDZE Arpt Elev	N/A N/A 1291
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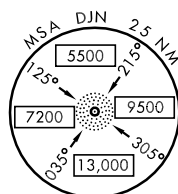
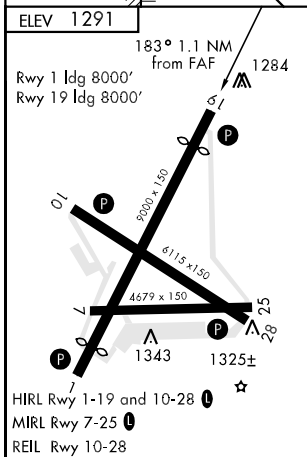
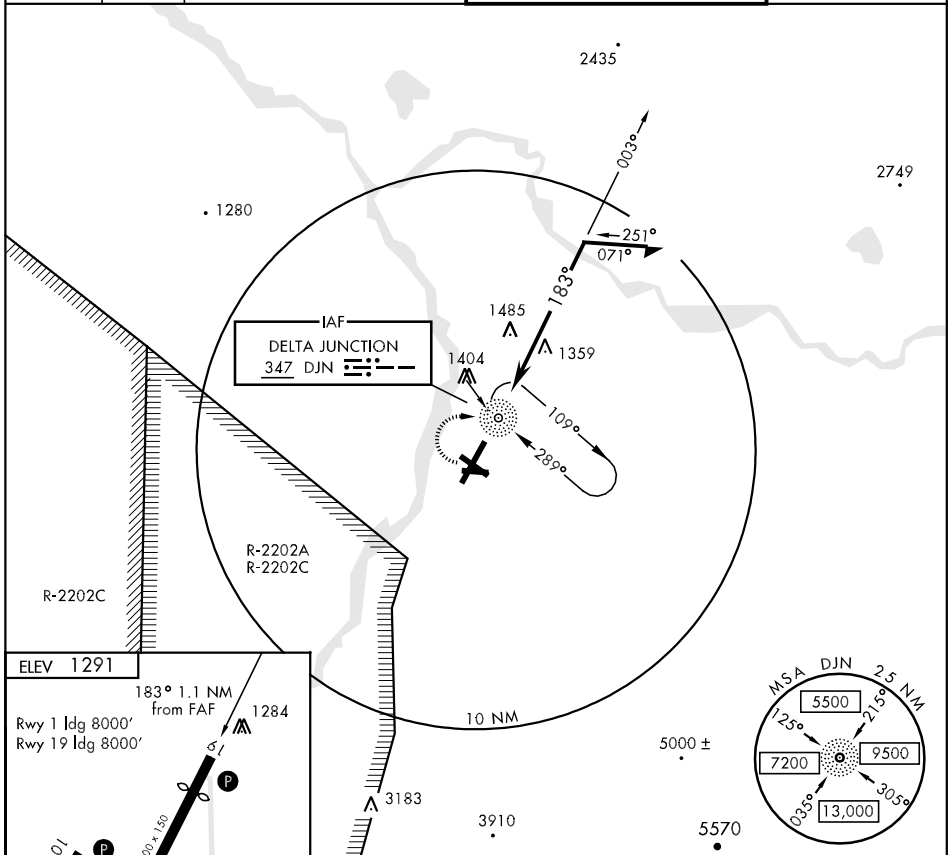
AL-1218 [USA]

ALLEN AAF (PABI)

▽ * Circling not authorized East of Rwy 1-19.

MISSED APPROACH: Climbing right turn to 4200 via 003° bearing from DJN NDB, then right turn direct DJN NDB and hold.

ATIS 132.075	ASOS 135.65	ANCHORAGE CENTER 135.3 322.5 (CTAF) 122.9	ALLEN TOWER ★ 119.8 235.775 40.8 (E) FM	GND CON 118.225 251.05
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FAF to MAP 1.1 NM					
Knots	60	90	120	150	180
Min:Sec	1:06	0:44	0:33	0:26	0:22

CATEGORY	A	B	C	D
CIRCLING *	1880-1	589 (600-1)	1880-1½ 589 (600-1½)	1900-2 609 (700-2)

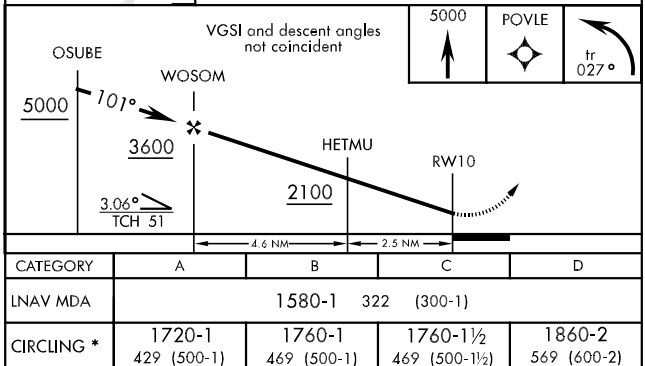
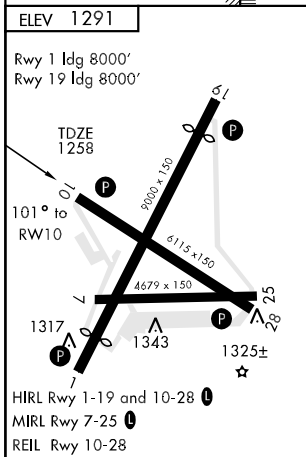
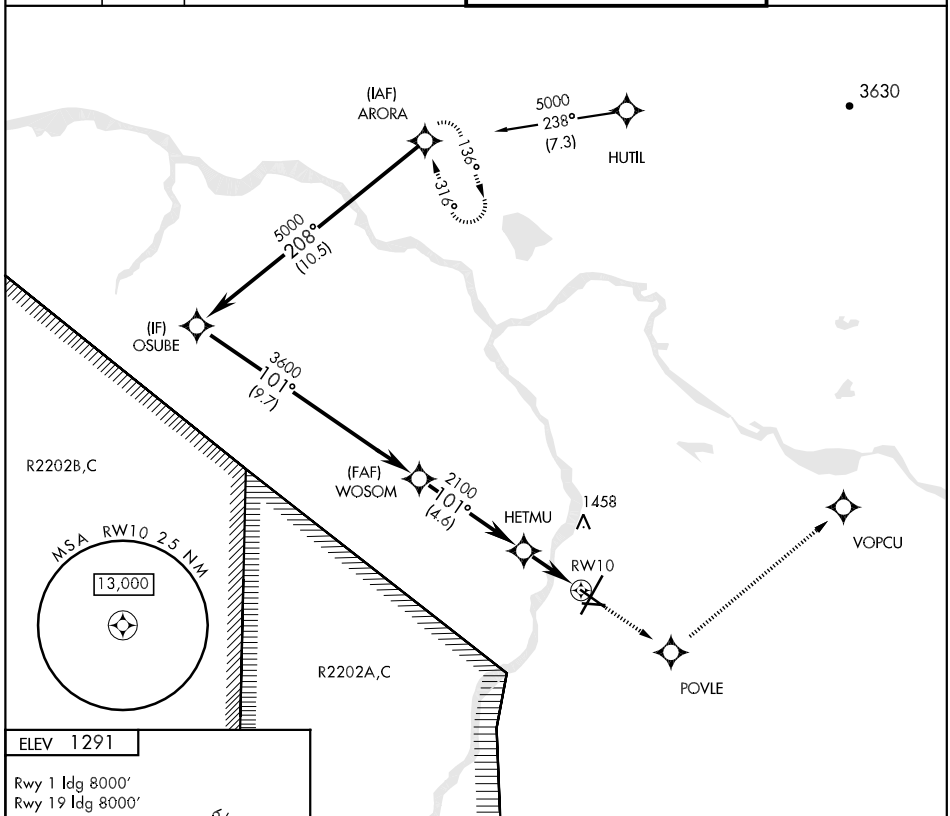
APCH CRS **101°** Rwy Idg **6115**
TDZE **1258**
Arpt Elev **1291**

AL-1218 [USA]

ALLEN AAF (PABI)

▼ DME/DME RNP -0.3 NA.
* Circling not authorized South of Rwy 7-25.

ATIS 132.075	ASOS 135.65	ANCHORAGE CENTER 135.3 322.5 (CTAF) 122.9	ALLEN TOWER ★ 119.8 235.775 40.8 (E) FM	GND CON 118.225 251.05
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APCH CRS **187°** Rwy Idg **8000'**
TDZE **1251**
Arpt Elev **1291**

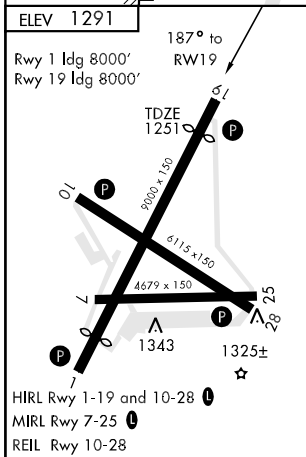
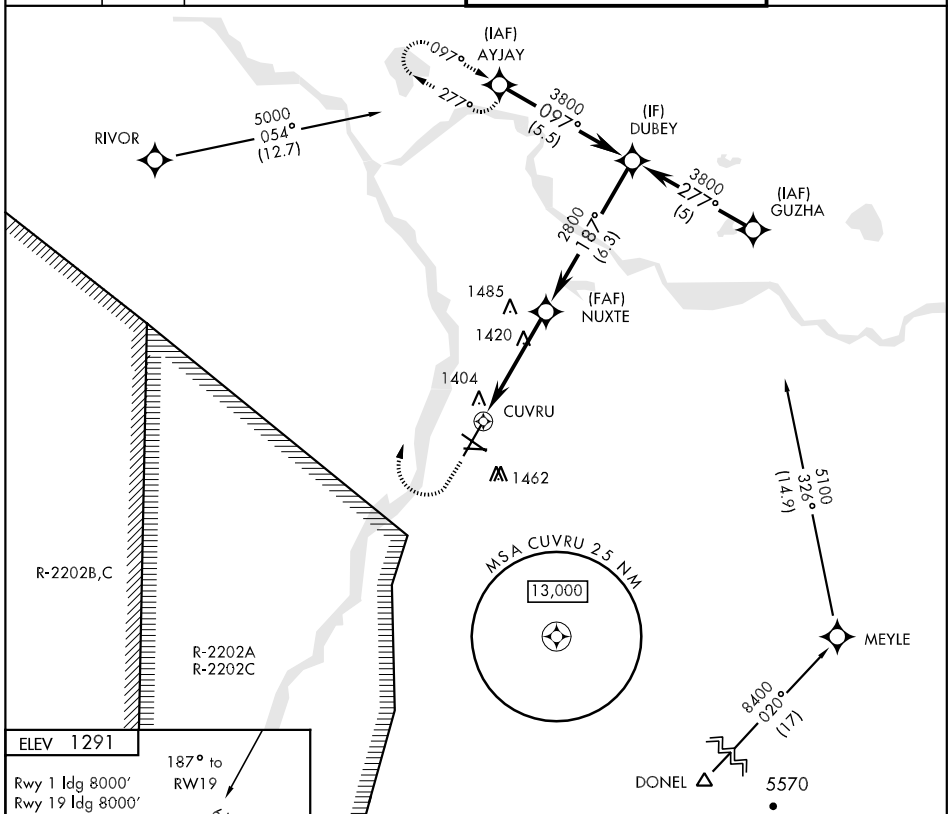
AL-1218 [USA]

ALLEN AAF (PABI)

▽ DME/DME RNP -0.3 NA
* Circling not authorized South of Rwy 7-25.

MISSED APPROACH: Climbing right turn to 5000, direct AYJAY and hold.

ATIS 132.075	ASOS 135.65	ANCHORAGE CENTER 135.3 322.5 (CTAF) 122.9	ALLEN TOWER ★ 119.8 235.775 40.8 (E) FM	GND CON 118.225 251.05
------------------------	-----------------------	---	---	----------------------------------



<div>5000</div> <div></div>		<div>AYJAY</div> <div></div>	<div>VGSI and descent angles not coincident</div>		<div>DUBEY</div> <div>3800</div>	
			<div>CUVRU</div>	<div>NUXTE</div> <div>2800</div>		
				<div>187°</div>		
					<div>3.04°</div> <div>TCH 50</div>	
		<div>.2 NM</div>	<div>4.5 NM</div>			
CATEGORY	A		B		C	D
LNNAV MDA	1720-1 469 (500-1)		1720-1 469 (500-1)		1720-1¼ 469 (500-1¼)	1720-1½ 469 (500-1½)
CIRCLING *	1720-1 429 (500-1)		1760-1 469 (500-1)		1760-1½ 469 (500-1½)	1860-2 569 (600-2)

VORTAC BIG 114.9 Chan 96	APCH CRS 197°	Rwy ldg 8000 TDZE 1251 Arpt Elev 1291
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AL-1218 [USA]

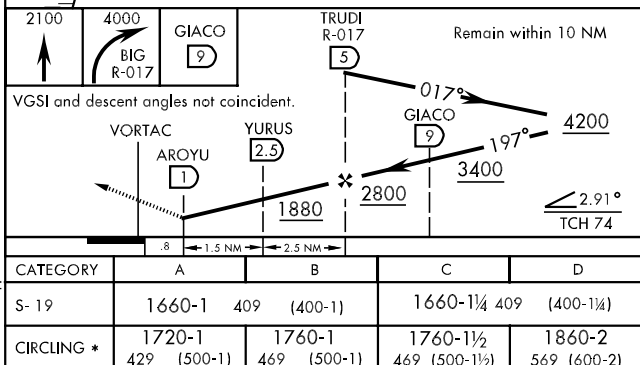
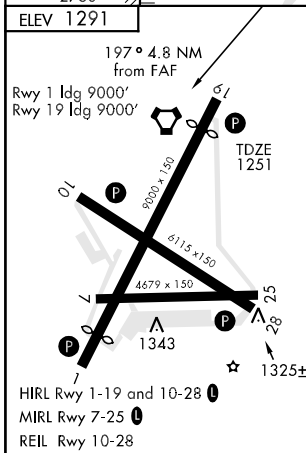
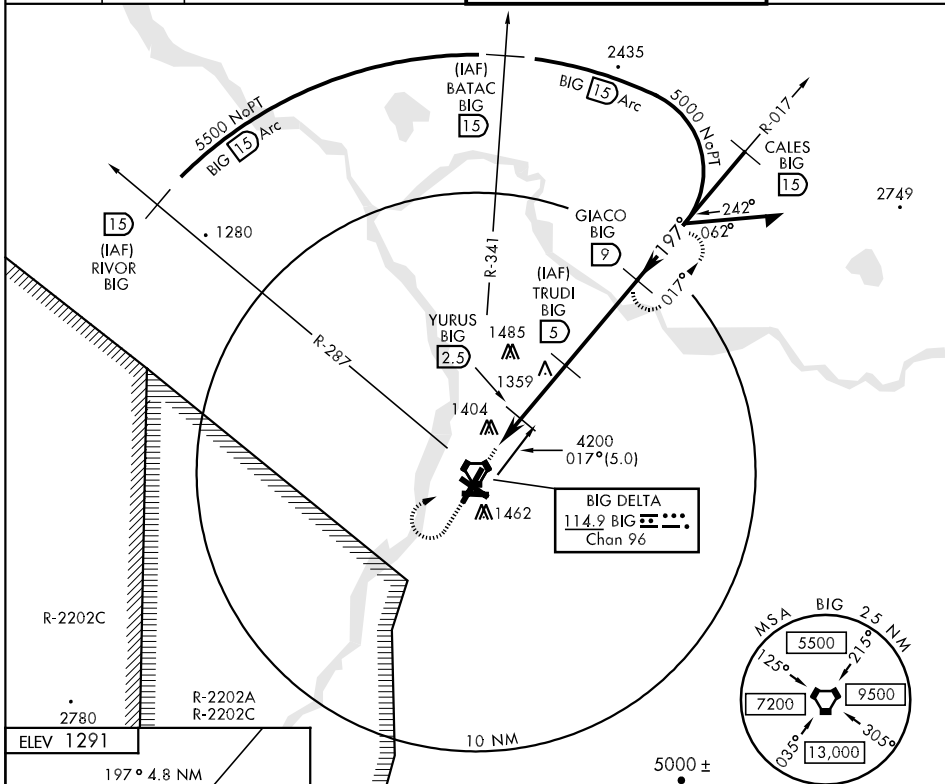
ALLEN AAF (PABI)



* Circling not authorized East of Rwy 1-19.

MISSED APPROACH: Climb to 2100, then climbing right turn to 4000 via BIG R-017 to GIACO/9 DME and hold.

ATIS 132.075	ASOS 135.65	ANCHORAGE CENTER 135.3 322.5 (CTAF) 122.9	ALLEN TOWER ★ 119.8 235.775 40.8 (E) FM	GND CON 118.225 251.05
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VORTAC BIG 114.9 Chan 96	APCH CRS 197°	Rwy Idg 8000 TDZE 1251 Arpt Elev 1291
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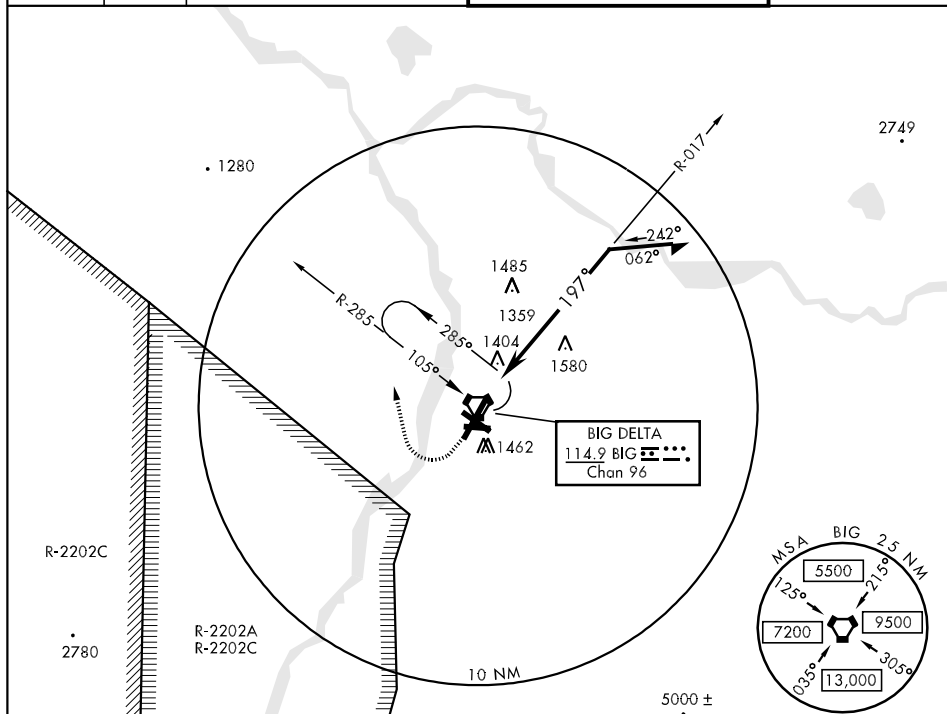
AL-1218 [USA]

ALLEN AAF (PAB|)

T * Circling not authorized East of Rwy 1-19.

MISSED APPROACH: Climbing right turn to 4000 via BIG R-285, then right turn direct BIG VORTAC and hold.

ATIS 132.075	ASOS 135.65	ANCHORAGE CENTER 135.3 322.5 (CTAF) 122.9 0			ALLEN TOWER ★ 119.8 235.775 40.8 (E) FM			GND CON 118.225 251.05	
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ELEV 1291

197°
to VORTAC

Rwy 1 Idg 9000'
Rwy 19 Idg 9000'

01/19

9000' x 150'

6115' x 150'

4679' x 150'

TDZE 1251'

1343

1325±

10/28

7/25

HIRL Runway 1-19 and 10-28

MIRL Runway 7-25

REIL Runway 10-28

The diagram illustrates a flight path profile and associated speed schedule. The profile shows a climb from 4000 ft to 3183 ft, followed by a level segment at 3910 ft, and then a climb to 5570 ft. A VORTAC station is located below the 4000 ft segment. The speed schedule table provides numerical values for different categories (S-19 and CIRCLING) across four phases (A, B, C, D).

CATEGORY	A	B	C	D
S- 19	1940-1 689	(700-1)	1940-2 689 (700-2)	1940-2¼ 689 (700-2¼)
CIRCLING *	1940-1 649	(700-1)	1940-2 649 (700-2)	1940-2¼ 649 (700-2¼)

▼

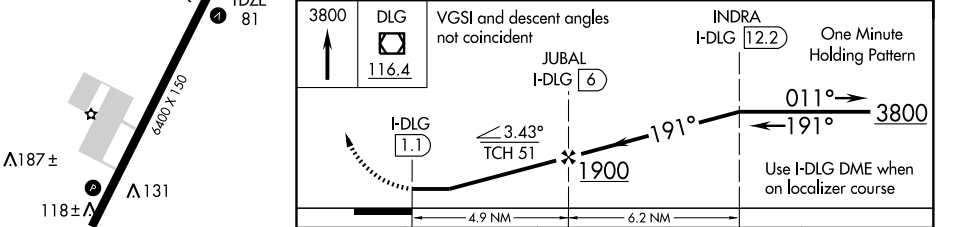
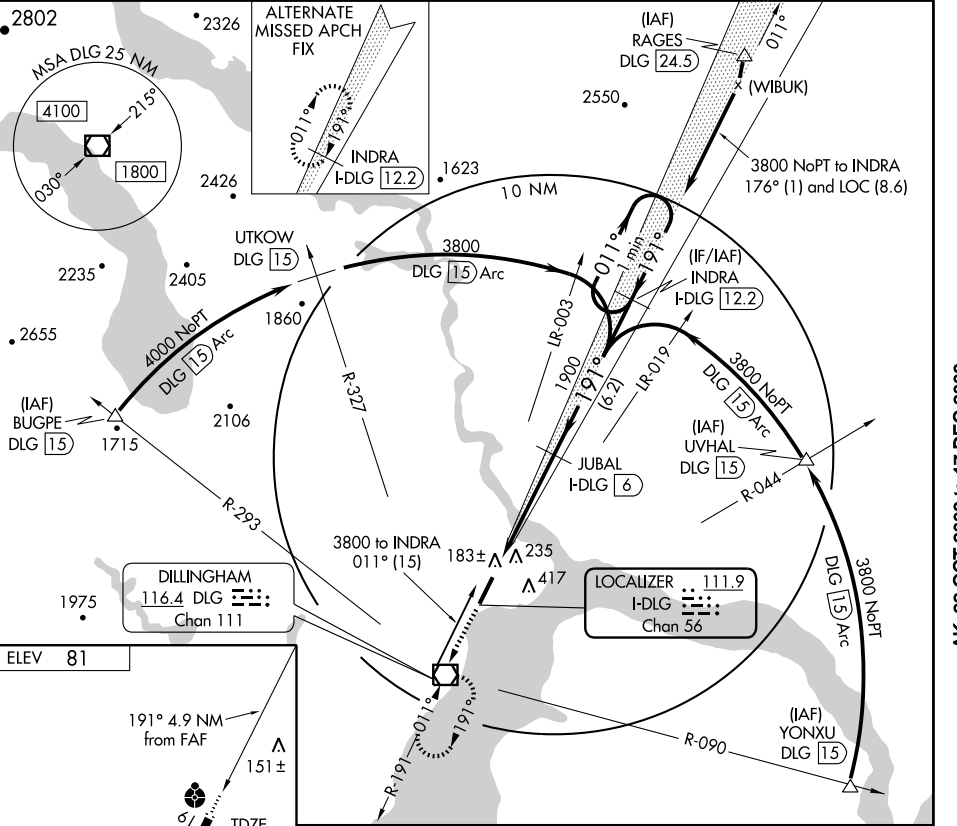
▲

Inoperative table does not apply. Circling NA east of Rwy 1-19.
Visibility reduction by helicopters NA.
When local altimeter not received, use Manokotak altimeter setting and increase all MDA 60 feet and S-19 visibility Cats C and D ¼ mile.

ODALS

MISSED APPROACH: Climb to 3800 direct DLG VOR/DME and hold, continue climb-in-hold to 3800.


AWOS-3	ATIS*	ANCHORAGE CENTER	DILLINGHAM RADIO
135.55	125.0	132.75 282.35	123.6 (CTAF) 0



CATEGORY	A	B	C	D
S-19	540-1	459 (500-1)	540-1¼ 459 (500-1¼)	540-1½ 459 (500-1½)
CIRCLING	600-1	519 (600-1)	600-1½ 519 (600-1½)	640-2 559 (600-2)

APP CRS 011°	Rwy Idg TDZE Apt Elev	6400 81 81
------------------------	-----------------------------	---------------------------------------

RNAV (GPS) RWY 1
DILLINGHAM (DLG) (PADL)

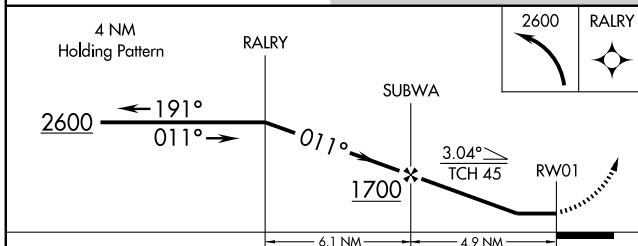
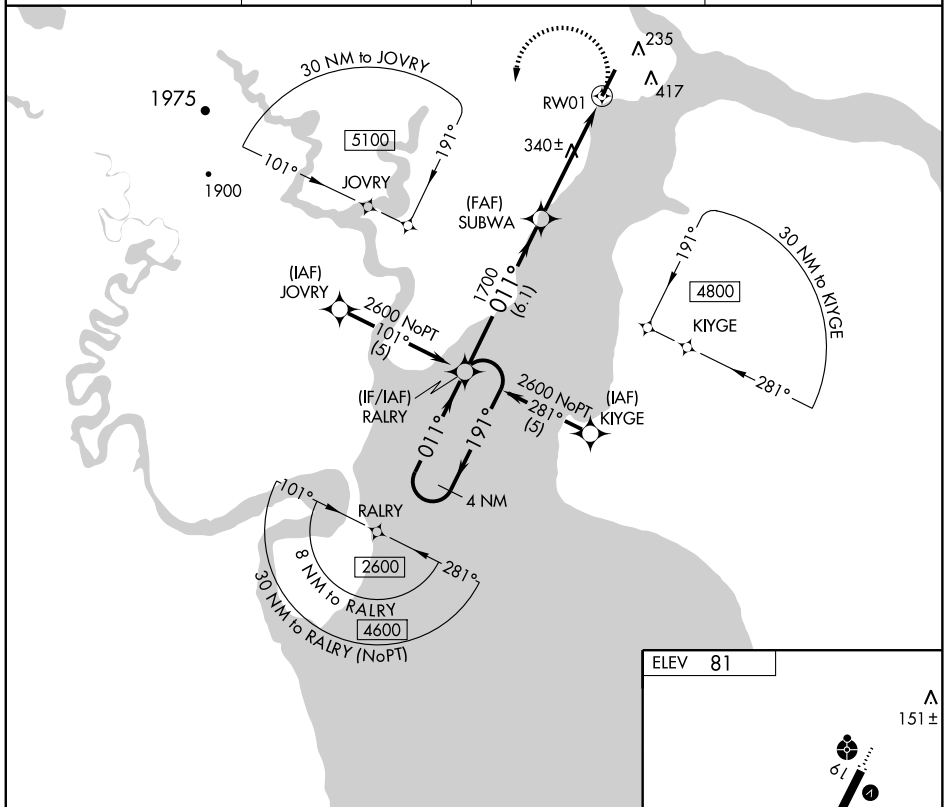
	<p>Inoperative table does not apply. Circling NA E of Rwy 1-19. DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Manokotak altimeter setting and increase all MDA 60 feet and visibility Cats C and D ¼ mile.</p>	<p>MISSED APPROACH: Climbing left turn to 2600 direct RALRY and hold.</p>
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AWOS-3
135.55

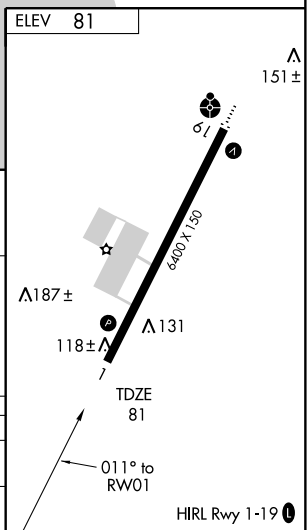
ATIS★
125.0

ANCHORAGE CENTER
132.75 282.35

DILLINGHAM RADIO
123.6 (CTAF) **L**



CATEGORY	A	B	C	D
LNAV MDA	640-1	559 (600-1)	640-1½ 559 (600-1½)	640-1¾ 559 (600-1¾)
CIRCLING	640-1	559 (600-1)	640-1½ 559 (600-1½)	640-2 559 (600-2)



APP CRS	Rwy Idg	6400
192°	TDZE	81
	Apt Elev	81

RNAV (GPS) RWY 19

DILLINGHAM (DLG) (PADL)

T Inoperative table does not apply. Circling NA east of Rwy 1-19.
A DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 When local altimeter setting not received, use Manokotak altimeter setting and increase all MDA 60 feet and visibility Cats C and D ¼ mile.



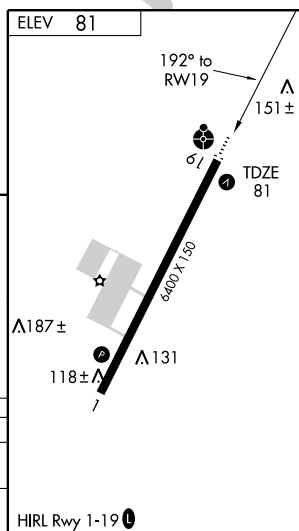
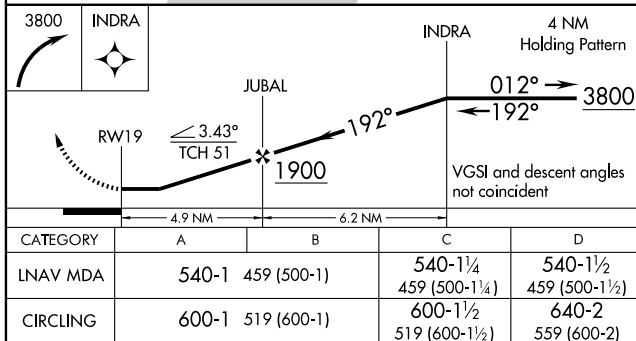
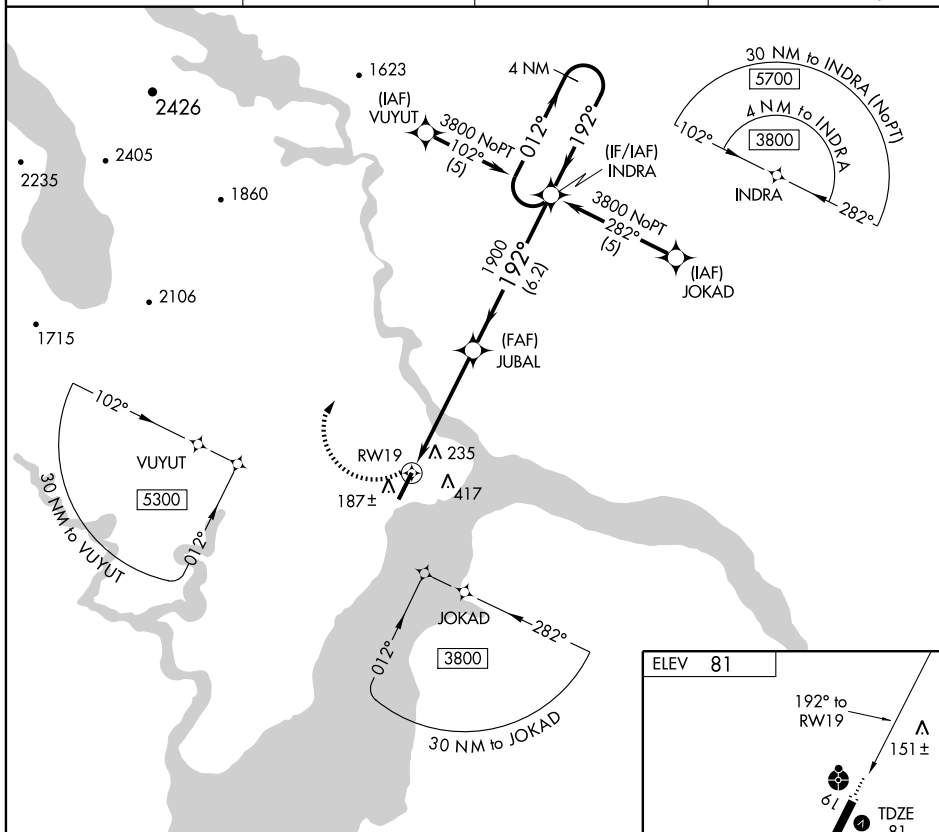
MISSED APPROACH: Climbing right turn to 3800 direct INDRA and hold, continue climb-in-hold to 3800.

AWOS-3
135.55

ATIS ★
125.0

ANCHORAGE CENTER
132.75 282.35

DILLINGHAM RADIO
123.6 (CTAF) **L**



VOR/DME DLG 116.4 Chan 111	APP CRS 191°	Rwy Idg 6400 TDZE 81 Apt Elev 81
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VOR/DME RWY 19
DILLINGHAM (DLG) (PADL)

T Inoperative table does not apply. Circling NA east of runway 1-19.
A Visibility reduction by helicopters NA.
 When local altimeter setting not received, use Manokotak altimeter setting and increase all MDA 60 feet and S-19 visibility Cat C and D $\frac{1}{4}$ mile.

ODALS

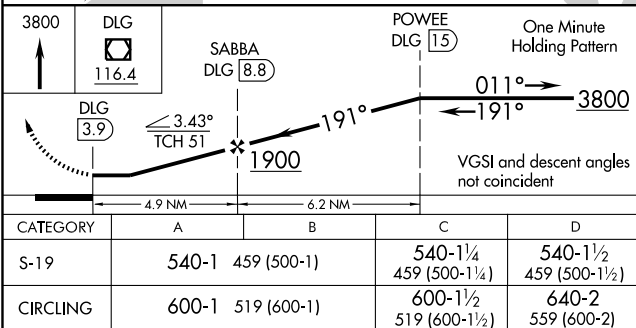
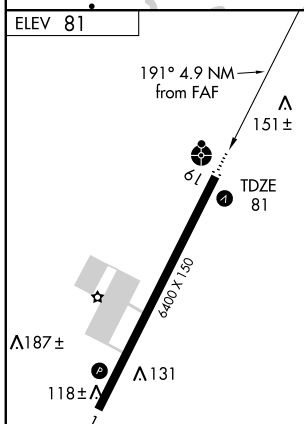
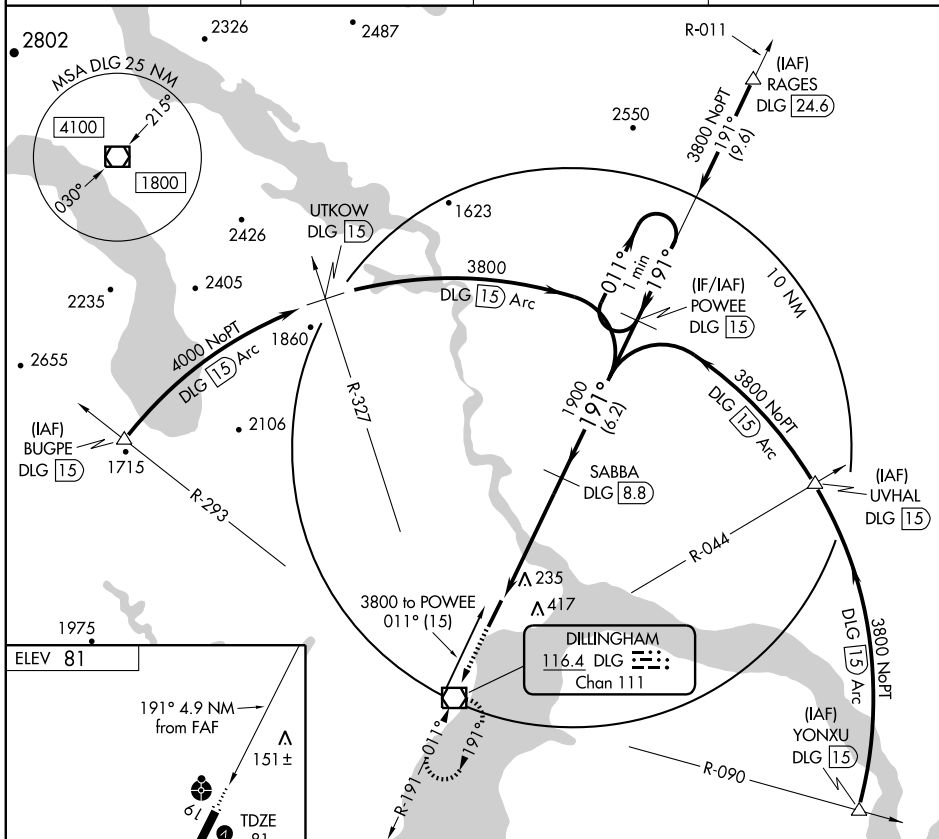
MISSED APPROACH: Climb to 3800 direct DLG VOR/DME and hold, continue climb-in-hold to 3800.

AWOS-3
135.55

ATIS★
125.0

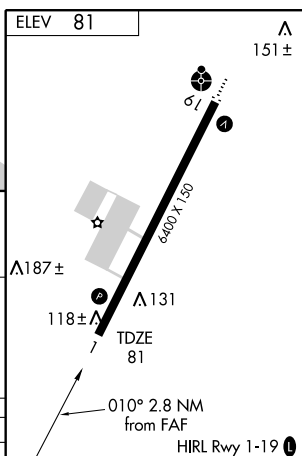
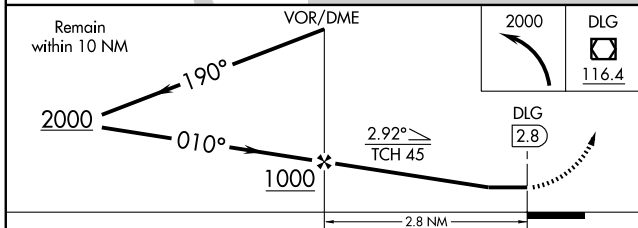
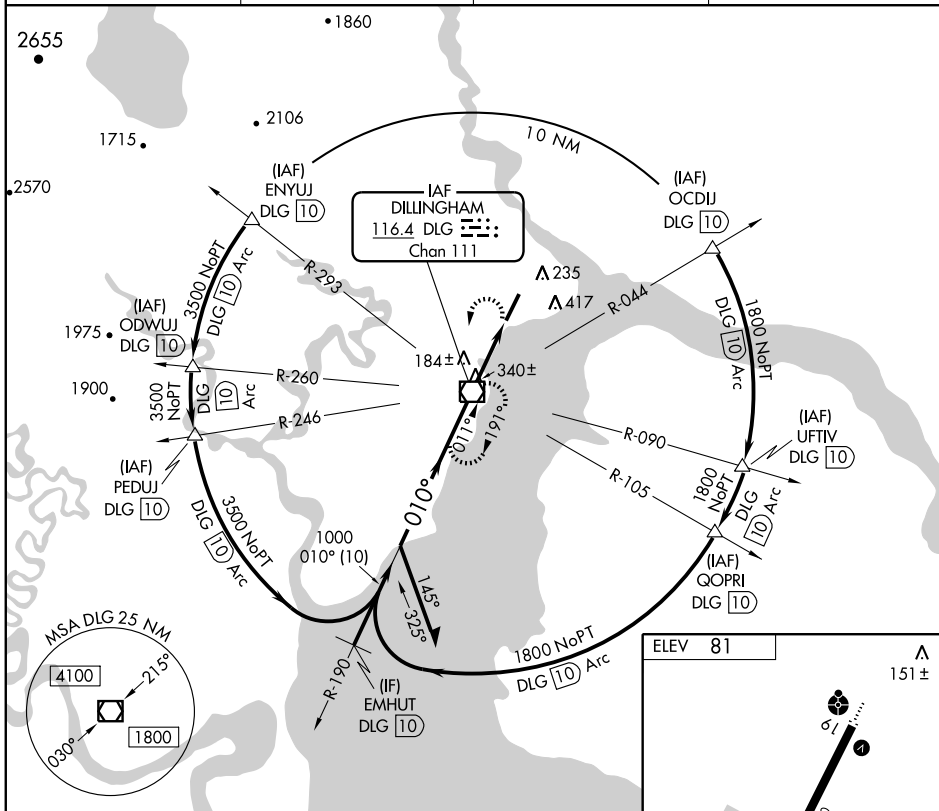
ANCHORAGE CENTER
132.75 282.35

DILLINGHAM RADIO
123.6 (CTAF) **L**



MISSED APPROACH: Climbing left turn to 2000 direct DLG VOR/DME and hold, continue climb-in-hold to 2000.

DILLINGHAM RADIO
123.6 (CTAF) **L**



CATEGORY	A	B	C	D	from FAF HIRL Rwy 1-19 ⓘ							
S-1	500-1 419 (500-1)		500-1¼ 419 (500-1¼)		FAF to MAP 2.8 NM							
CIRCLING	600-1 519 (600-1)		600-1½ 519 (600-1½)		640-2 559 (600-2)		Knots	60	90	120	150	180
							Min:Sec	2:48	1:52	1:24	1:07	0:56

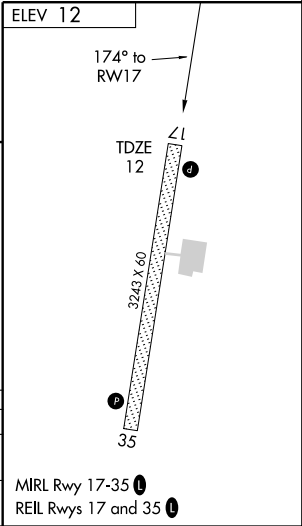
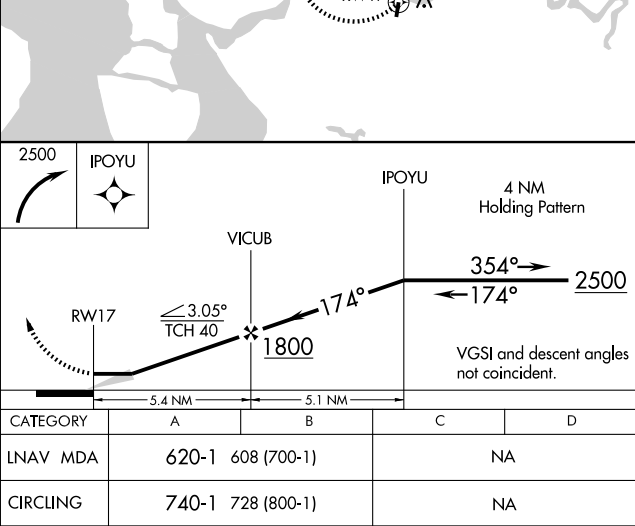
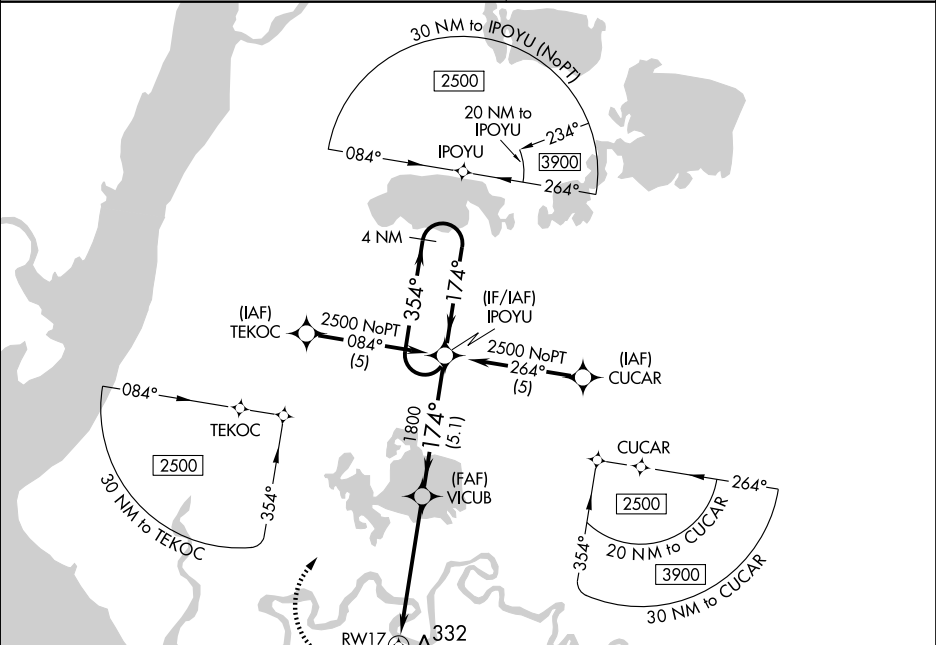
APP CRS	Rwy Idg	3243
174°	TDZE	12
	Apt Elev	12

RNAV (GPS) RWY 17

EEK (EEK) (PAEE)

NA	Use Bethel altimeter setting. DME/DME RNP- 0.3 NA.	MISSED APPROACH: Climbing right turn to 2500 direct IPOYU and hold.
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ANCHORAGE CENTER 125.2 372.0	CTAF 122.8 0
--	------------------------

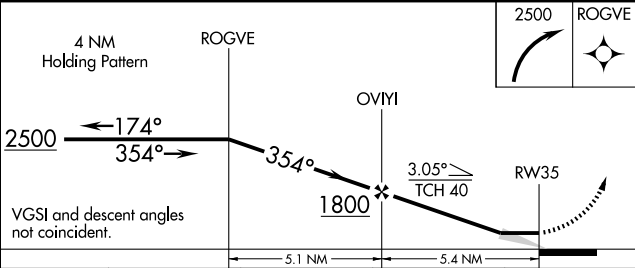
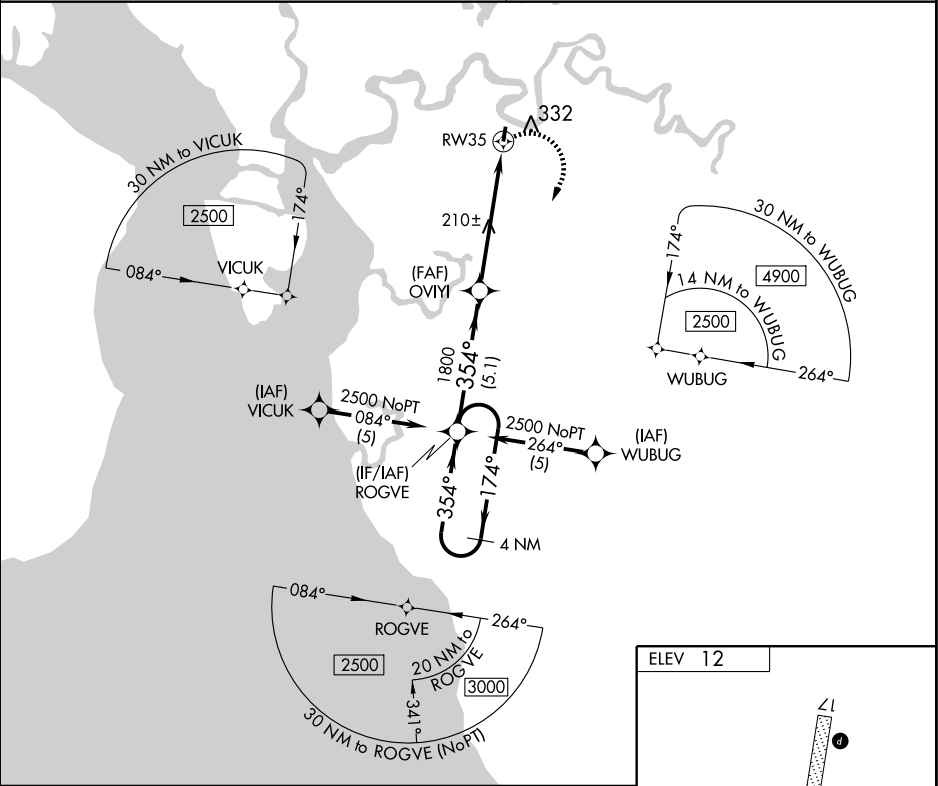


APP CRS	Rwy Idg	3243
354°	TDZE	12
	Apt Elev	12

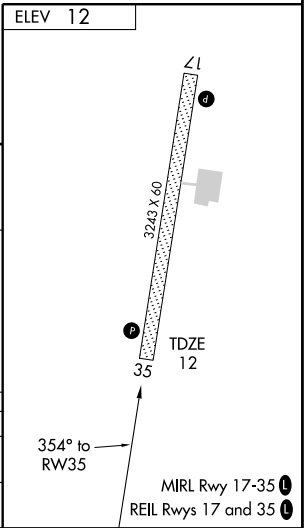
RNAV (GPS) RWY 35
EEK (EEK) (PAEE)

▲ NA	Use Bethel altimeter setting. DME/DME RNP- 0.3 NA.	MISSED APPROACH: Climbing right turn to 2500 direct ROGVE and hold.
------	---	--

ANCHORAGE CENTER 125.2 372.0	CTAF 122.8
---------------------------------	---------------

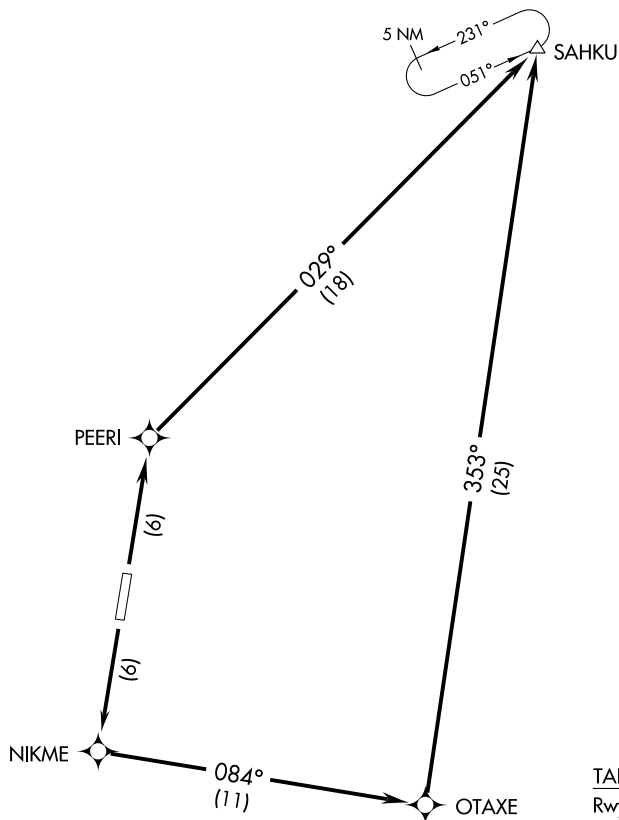


CATEGORY	A	B	C	D
RNAV MDA	620-1	608 (700-1)	NA	NA
CIRCLING	740-1	728 (800-1)	NA	NA



SAHKU ONE DEPARTURE (RNAV)

ANCHORAGE CENTER
125.2 372.0
KENAI RADIO
122.65



TAKE-OFF MINIMUMS
Rwy 17, 35: Standard.

NOTE: GPS required.

NOTE: RNAV 1.

NOTE: Chart not to scale.

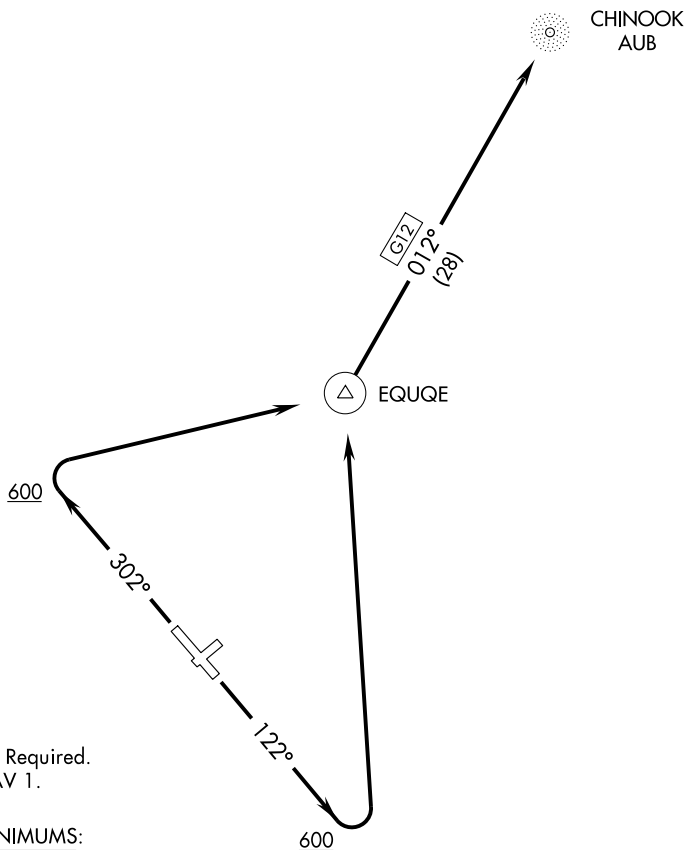
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climb to 5000 direct NIKME, and left turn via track 084° to OTAXE, and left turn via track 353° to SAHKU.

TAKE-OFF RUNWAY 35: Climb to 5000 direct PEERI, and via track 029° to SAHKU.

EQUQE ONE DEPARTURE (RNAV)

ANCHORAGE CENTER
124.8 354.0
CTAF
122.8



NOTE: 1. GPS Required.
2. RNAV 1.

TAKE-OFF MINIMUMS:

Rwy 3, 21: NA - Environmental.
Rwy 12,30: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 12: Climb via 122° heading to 600, then climbing left turn to 2500 direct EQUQE, Thence

TAKE-OFF RWY 30: Climb via 302° heading to 600, then climbing right turn to 2500 direct EQUQE. Thence

.... from EQUQE proceed via G12 to AUB NDB.

APP CRS	Rwy Idg	5600
122°	TDZE	84
	Apt Elev	92

RNAV (GPS) RWY 12

EGEGIK (EII) (PAII)

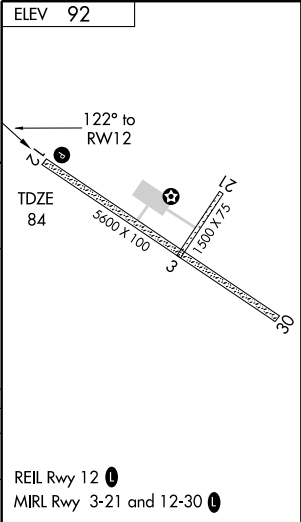
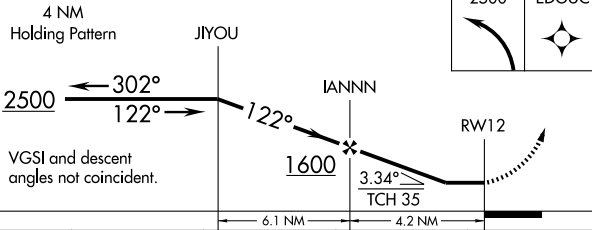
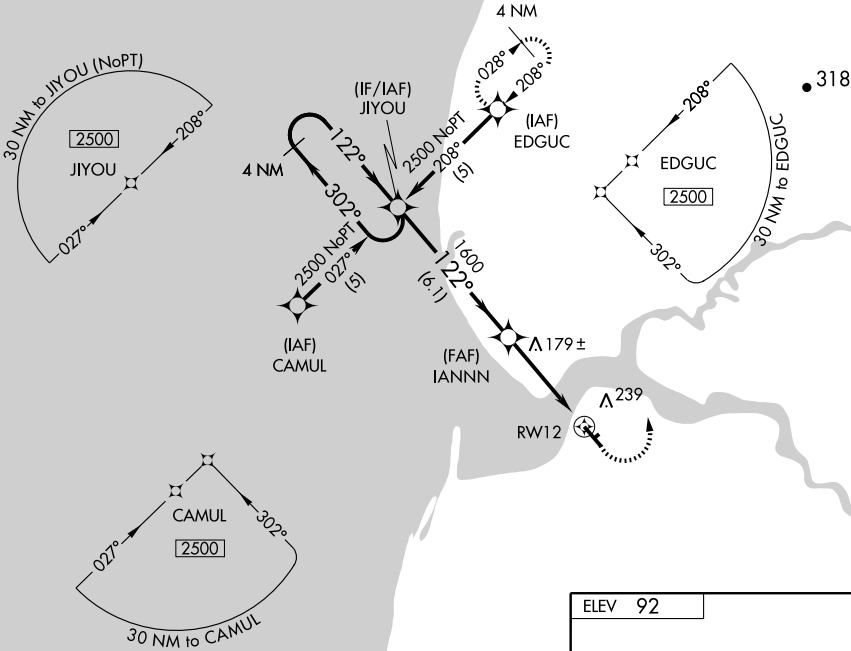
▼ DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2500 direct EDGUC and hold.

AWOS-3
135.65

ANCHORAGE CENTER
124.8 354.0

CTAF
122.8 **0**



CATEGORY	A	B	C	D
LNAV MDA	500-1 416 (500-1)	500-1½ 416 (500-1½)	600-1½ 508 (600-1½)	NA
CIRCLING	600-1 508 (600-1)	600-1½ 508 (600-1½)	600-1½ 508 (600-1½)	NA

REIL Rwy 12 **0**
MIRL Rwy 3-21 and 12-30 **0**

APP CRS	Rwy Idg	5600
302°	TDZE	92
	Apt Elev	92

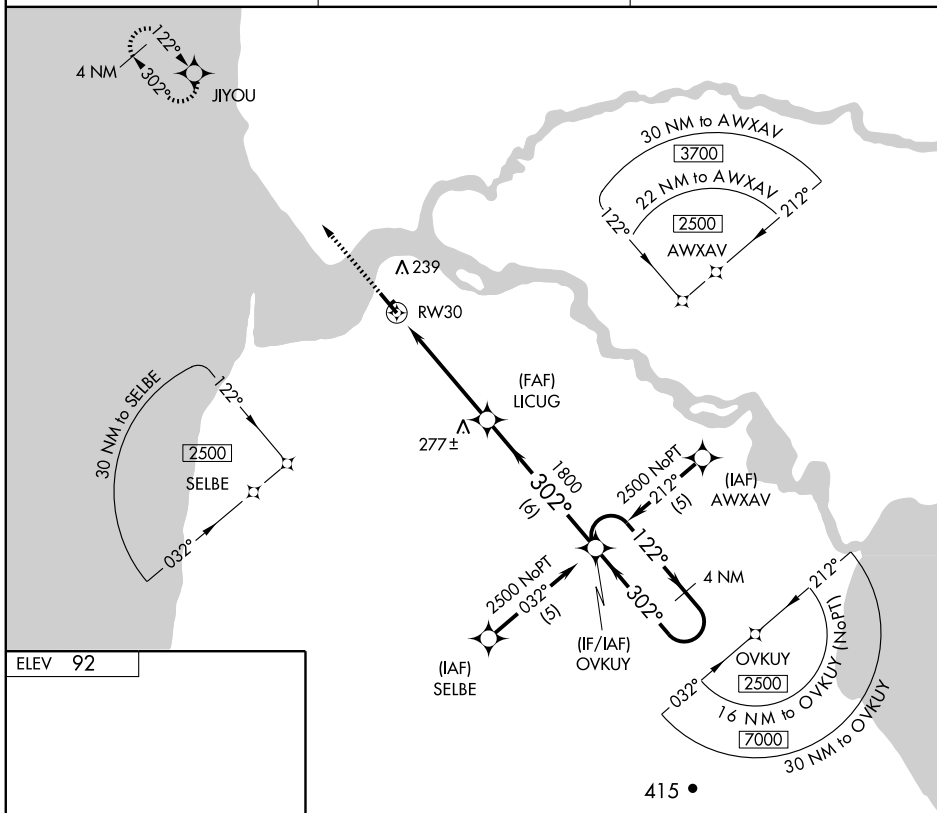
RNAV (GPS) RWY 30
EGEGIK (EII) (PAII)

DME/DME RNP-0.3 NA.

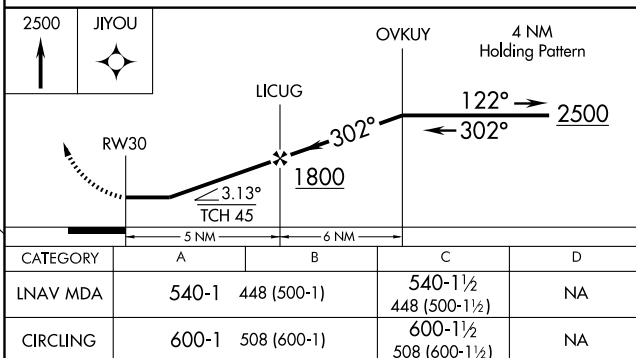
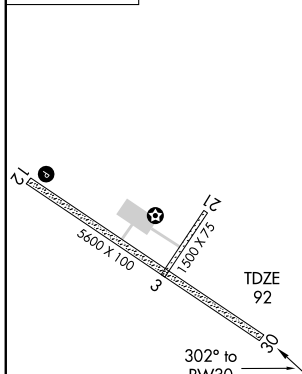
MISSED APPROACH: Climb to 2500 direct JIYOU and hold.

AWOS-3
135.65

ANCHORAGE CENTER
124.8 354.0

CTAF
122.8 

ELEV 92



AK. 22 OCT 2009 to 17 DEC 2009

REIL Rwy 12 **L**
MIRL Rwy 3-21 and 12-30 **L**

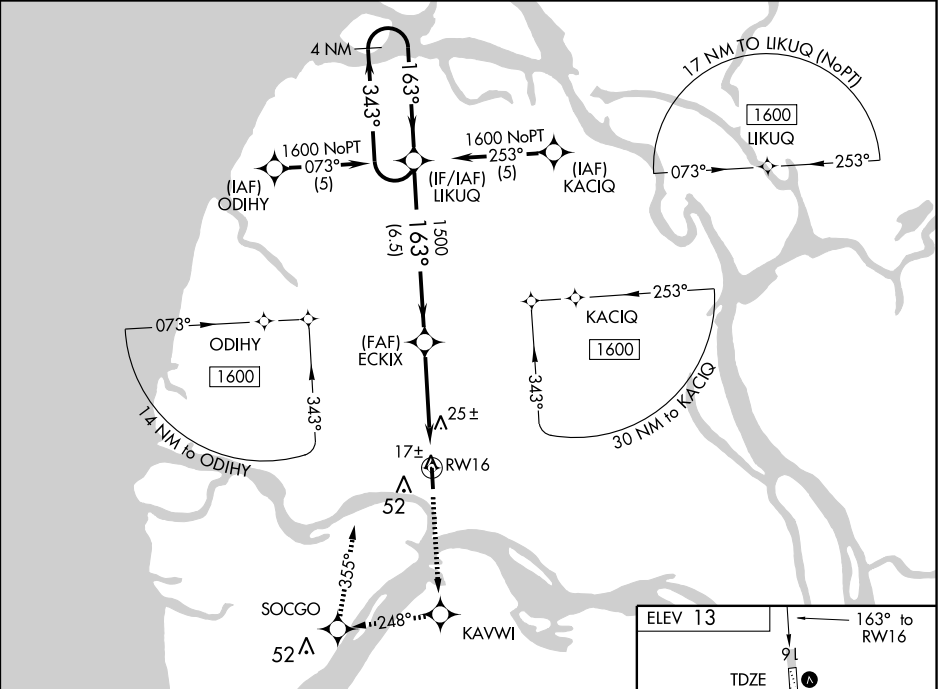
WAAS CH 86702 W16A	APP CRS 163°	Rwy Idg TDZE Apt Elev	4601 13 13
--	------------------------	-----------------------------	---------------------------------------

RNAV (GPS) RWY 16
EMMONAK (ENM) (PAEM)

⚠ If local altimeter setting not received, use St Mary's altimeter setting and increase all DAs 168 feet and all MDAs 180 feet. VDP NA with St Mary's altimeter setting. DME/DME RNP- 0.3 NA. BARO-VNAV NA when using St Mary's altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (119°F).

MISSED APPROACH: Climb to 1600 direct KAVWI and right turn via 248° track to SOCGO and right turn via 355° track to LIKUQ and hold.

AWOS-3 135.35	ANCHORAGE CENTER 124.5	CTAF 122.9 0
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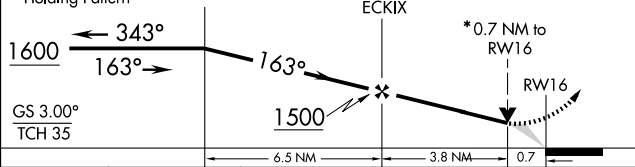


VGSI and RNAV glidepath not coincident.

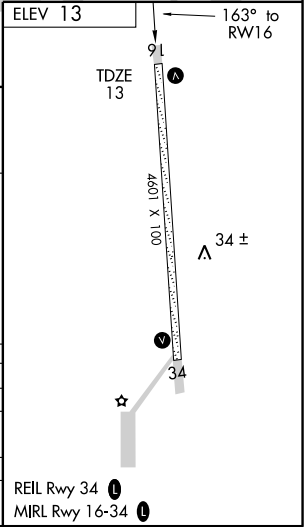
1600	KAVWI	SOCGO	LIKUQ
↑	⬤	⬤	⬤
	TRK 248°	TRK 355°	

4 NM Holding Pattern

* LNAV only



CATEGORY	A	B	C	D
LPV DA		263-1	250 (300-1)	
LNAV/VNAV DA		277-1	264 (300-1)	
LNAV MDA		280-1	267 (300-1)	
CIRCLING	380-1 367 (400-1)	480-1 467 (500-1)	480-1½ 467 (500-1½)	580-2 567 (600-2)



WAAS
CH 42502
W34A

APP CRS
343°

Rwy Idg	4601
TDZE	13
Apt Elev	13

RNAV (GPS) RWY 34

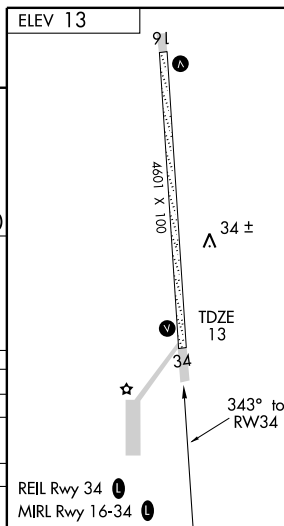
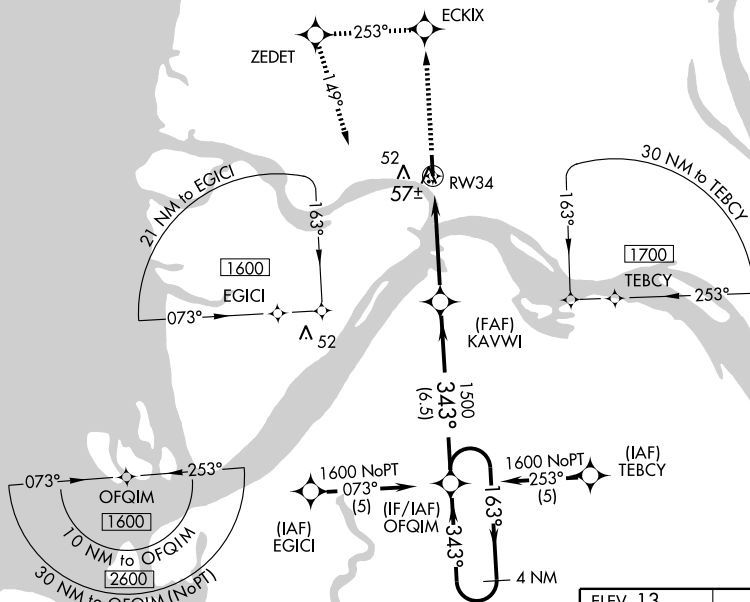
EMMONAK (ENM) (PAEM)

- T** If local altimeter setting not received, use St Mary's altimeter setting and increase all DAs 168 feet and MDAs 180 feet. VDP NA with St Mary's altimeter setting. DME/DME RNP-0.3 NA. BARO-VNAV NA when using St Mary's altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (119°F).







MISSED APPROACH: Climb to 1600 direct ECKIX and left turn via 253° track to ZEDET and left turn via 149° track to OFQIM and hold.

AWOS-3
135.35

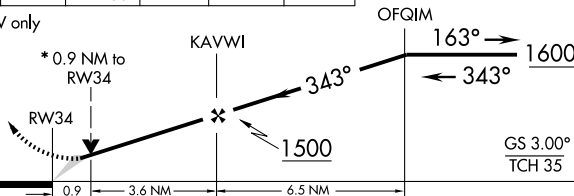
ANCHORAGE CENTER
124.5

CTAF
122.9 L

AK 22 OCT 2009 to 17 DEC 2009

1600	ECKIX		ZEDET		OFQIM
		TRK 253°		TRK 149°	

* LNAV only



CATEGORY	A	B	C	D
LPV DA		263-1	250 (300-1)	
LNAV/DA		317-1	304 (400-1)	
LNAV MDA		320-1	307 (400-1)	
CIRCLING	380-1 367 (400-1)	480-1 467 (500-1)	480-1½ 467 (500-1½)	580-2 567 (600-2)

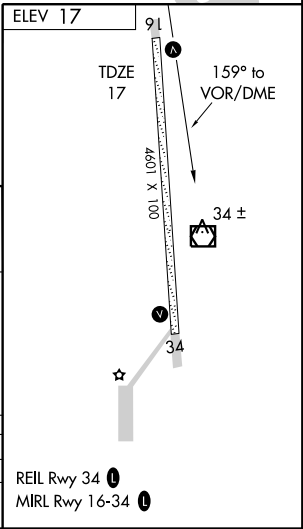
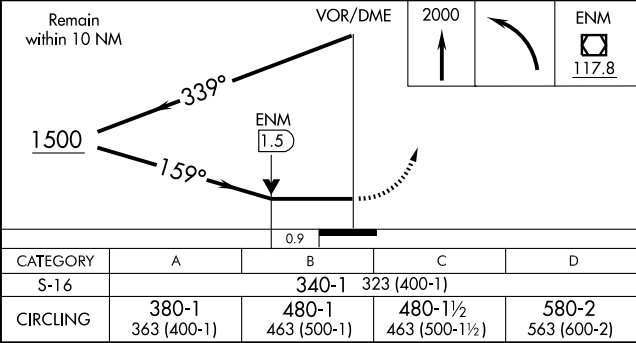
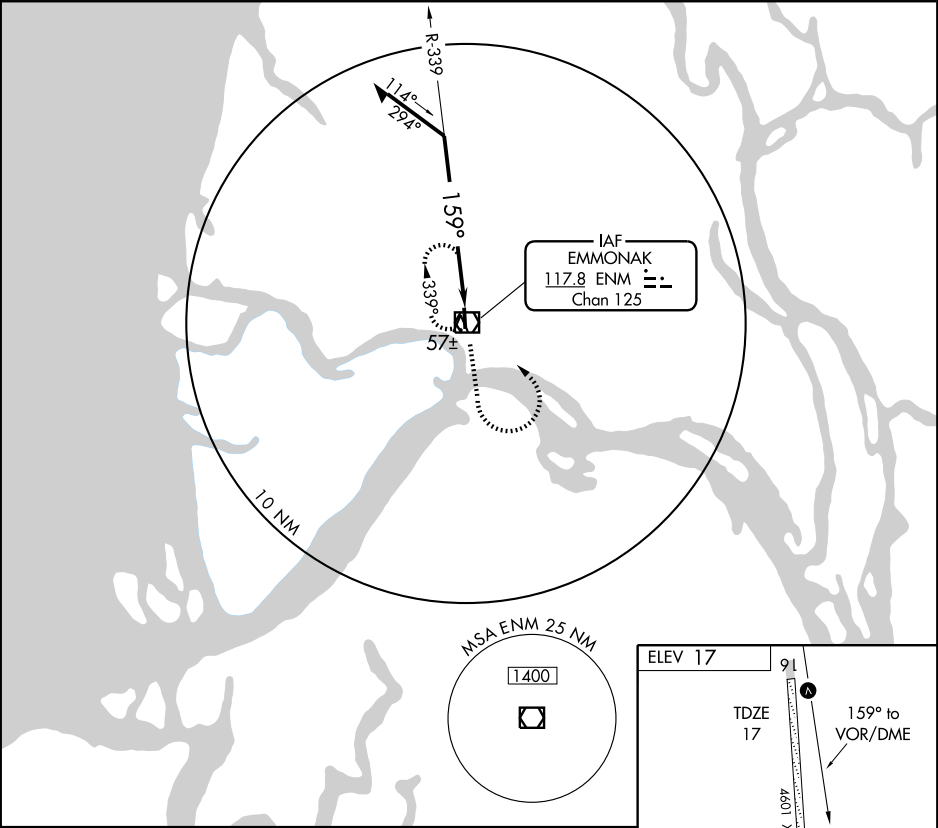
VOR/DME ENM	APP CRS	Rwy Idg	4601
117.8	159°	TDZE	17
Chan 125		Apt Elev	17

VOR RWY 16
EMMONAK (ENM) (PAEM)

A If local altimeter setting not received, use St. Mary's altimeter setting and increase all MDAs 180 feet.
VDP not authorized with St. Mary's altimeter setting.

MISSED APPROACH: Climb to 2000 then left turn direct ENM VOR/DME and hold.

AWOS-3 135.35	ANCHORAGE CENTER 124.5	CTAF 122.9
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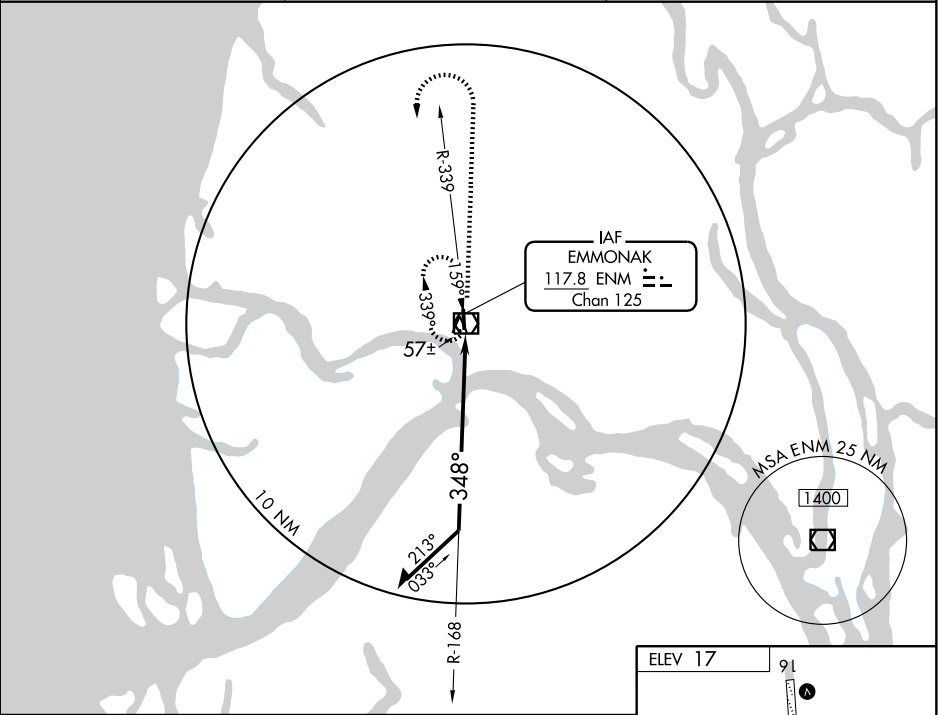
VOR/DME ENM	APP CRS	Rwy Idg	4601
117.8	348°	TDZE	17
Chan 125		Apt Elev	17

VOR RWY 34
EMMONAK (ENM) (PAEM)

⚠ If local altimeter setting not received, use St. Mary's altimeter setting and increase all MDAs 180 feet.
VDP not authorized with St. Mary's altimeter setting.

MISSED APPROACH: Climb to 2000 then left turn direct ENM VOR/DME and hold.

AWOS-3 135.35	ANCHORAGE CENTER 124.5	CTAF 122.9
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Remain within 10 NM

VOR/DME

ENM 1.2

1500

168°

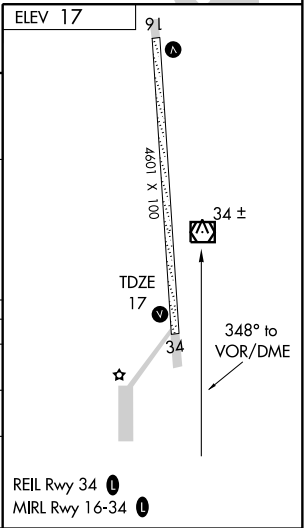
348°

1NM

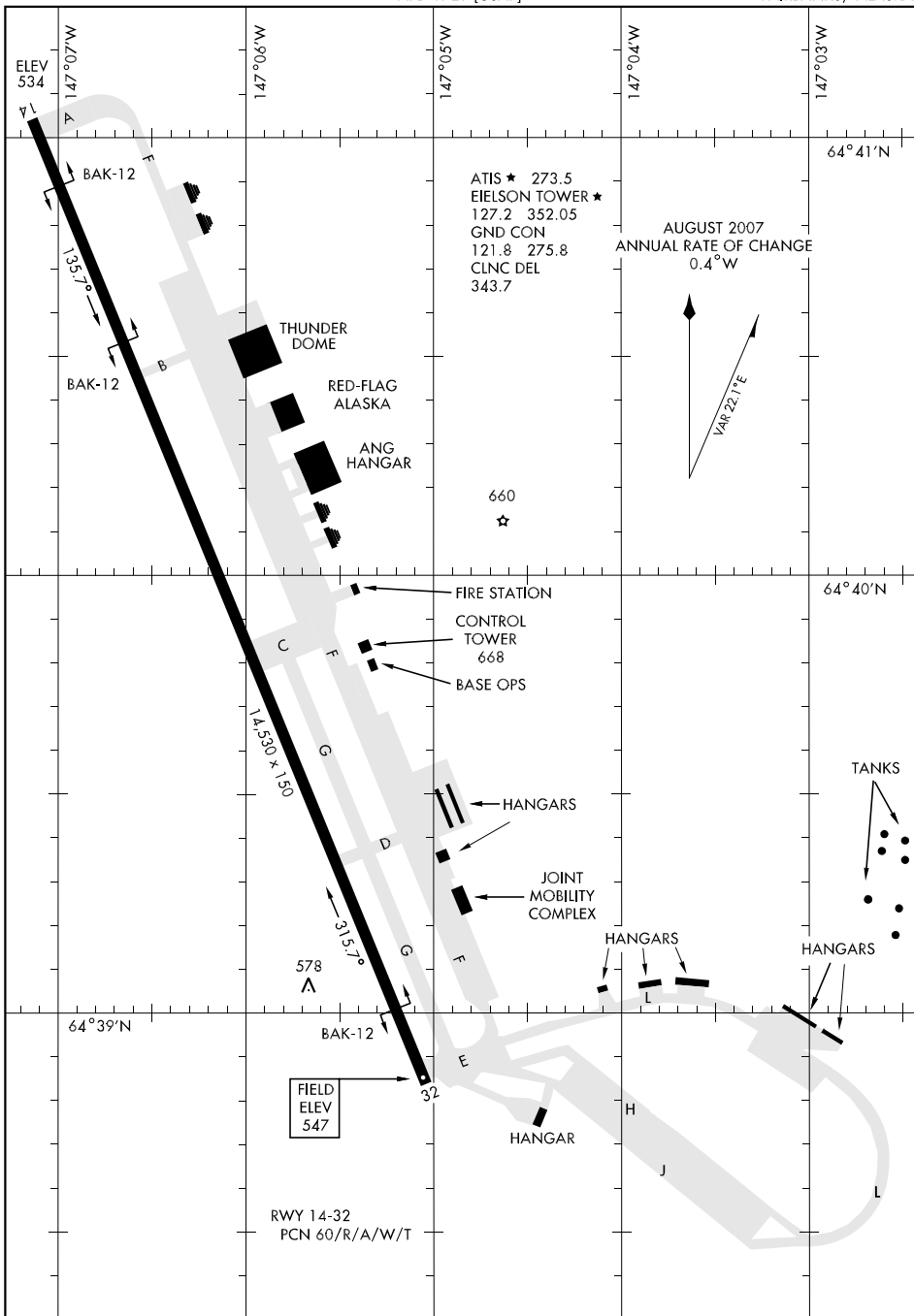
2000

ENM 117.8

CATEGORY	A	B	C	D
S-34	360-1 343 (400-1)			360-1¼ 343 (400-1¼)
CIRCLING	380-1 363 (400-1)	480-1 463 (500-1)	480-1½ 463 (500-1½)	580-2 563 (600-2)



AK 22 OCT 2009 to 17 DEC 2009



DELTA-THREE DEPARTURE

SH-1729 [USAF]

FAIRBANKS, ALASKA

ATIS ★ 273.5
CLNC DEL
343.7
GND CON
121.8 275.8
EIELSON TOWER ★
127.2 352.05
FAIRBANKS DEP CON
126.5 319.1
FAIRBANKS RADAR
118.6 327.1

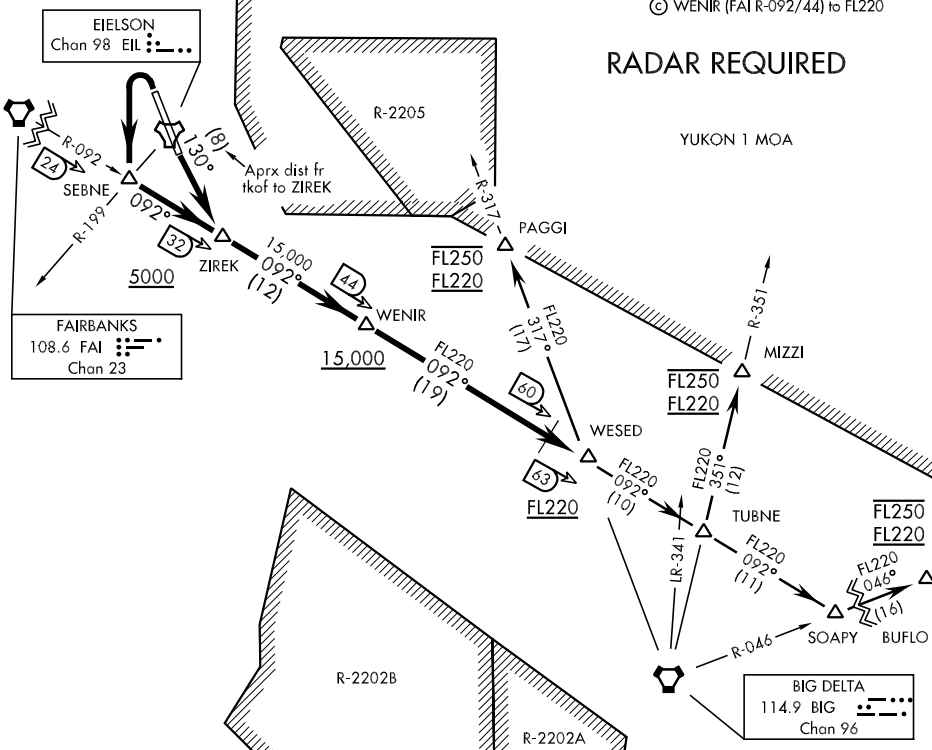
YUKON 2 MOA

Rwy	Knots	120	180	240	300	360
32 (a)	V/V(fpm)	970	1460	1940	2420	2910
14 (b)	V/V(fpm)	1510	2260	3010	3760	4510
14 (c)	V/V(fpm)	1140	1700	2270	2830	3400

ATC Climb Rate

- Ⓐ DER to FL220
- Ⓑ DER to WENIR (FAI R-092/44)
- Ⓒ WENIR (FAI R-092/44) to FL220

RADAR REQUIRED



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14: Climb on track 130° to join FAI VORTAC R-092 outbound. Cross ZIREK (FAI R-092/32) at or above 5000. Cross WENIR (FAI R-092/44) at or above 15,000 cross WESED (FAI R-092/BIG R-317) at or above FL220, thence. . .

TAKE-OFF RWY 32: Turn left to SEBNE (EIL R-199/FAI R-092). Then continue outbound on FAI R-092 to ZIREK. Cross ZIREK (FAI R-092/32) at or above 5000. Cross WENIR (FAI R-092/44) at or above 15,000, cross WESED (FAI R-092/BIG R-317) at or above FL220, thence. . .

BUFLO GATE TRANSITION: Continue outbound on FAI R-092 to SOAPY (FAI R-092/BIG R-046). Then turn left outbound on BIG R-046 to BUFLO. Cross BUFLO at FL220 block FL250.

MIZZI GATE TRANSITION: Continue outbound on FAI R-092 to TUBNE (FAI R-092/BIG R-351). Then turn left and track outbound on BIG R-351 to MIZZI. Cross MIZZI at FL220 block FL250.

PAGGI GATE TRANSITION: Turn left at WESED (FAI R-092/BIG R-317) and track outbound on BIG R-317 to PAGGI. Cross PAGGI at FL220 block FL250.

DELTA-THREE DEPARTURE

FAIRBANKS, ALASKA

FALCO FOUR ARRIVAL

ST-1729 (FAA)

EIELSON AFB
FAIRBANKS, ALASKA

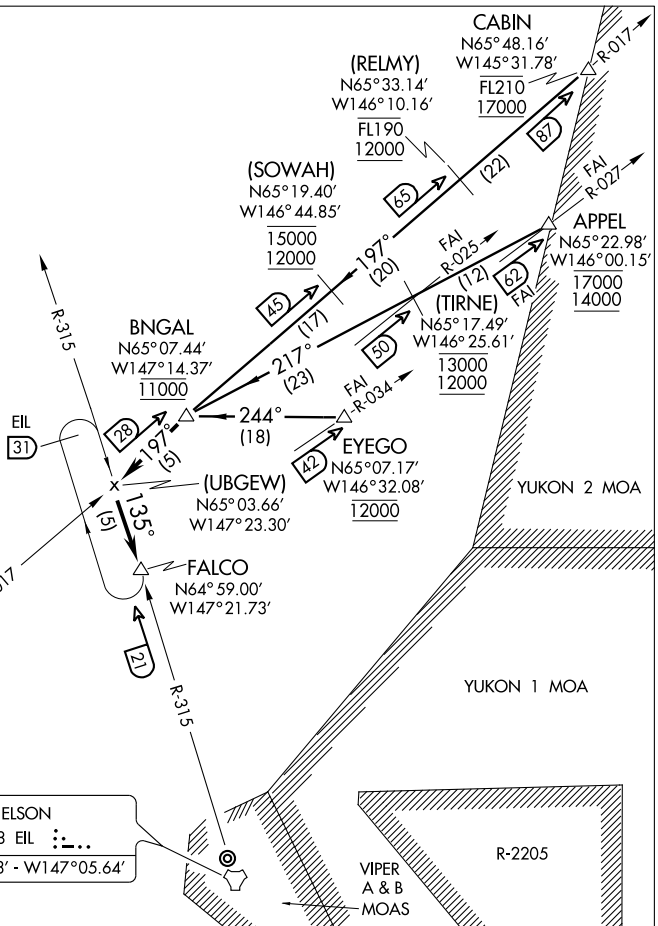
ATIS ★
273.5
ANCHORAGE CENTER
133.5 336.4
FAIRBANKS APP CON
126.5 381.4 (360°-179°)
125.35 363.2 (180°-359°)
EIELSON TOWER ★
127.2 352.05
EIELSON GND CON
121.8 275.8
ASOS 119.025 119.275

NOTE: MILITARY USE ONLY

FAIRBANKS
108.6 FAI :--
Chan 23
N64° 48.00' - W148° 00.72'

EIELSON
Chan 98 EIL :--
N64° 39.23' - W147° 05.64'

NOTE: Chart not to scale



APPEL GATE TRANSITION (APPEL.FALCO4): From APPEL via heading 217° to BNGAL.
Thence....

CABIN GATE TRANSITION (CABIN.FALCO4): From CABIN via the FAI R-017 to BNGAL.
Thence....

EYEGO GATE TRANSITION (EYEGO.FALCO4): From EYEGO via heading 244° to BNGAL.
Thence....

.... via the FAI R-017 and the EIL R-315 to FALCO. Expect IFR or VFR recovery clearance at BNGAL. Landing RWY 13 cross FALCO at or below 9000' and at or above 5000'. Landing RWY 31 cross FALCO at 9000'.

FOX-FOUR DEPARTURE

SH-1729 [USAF]

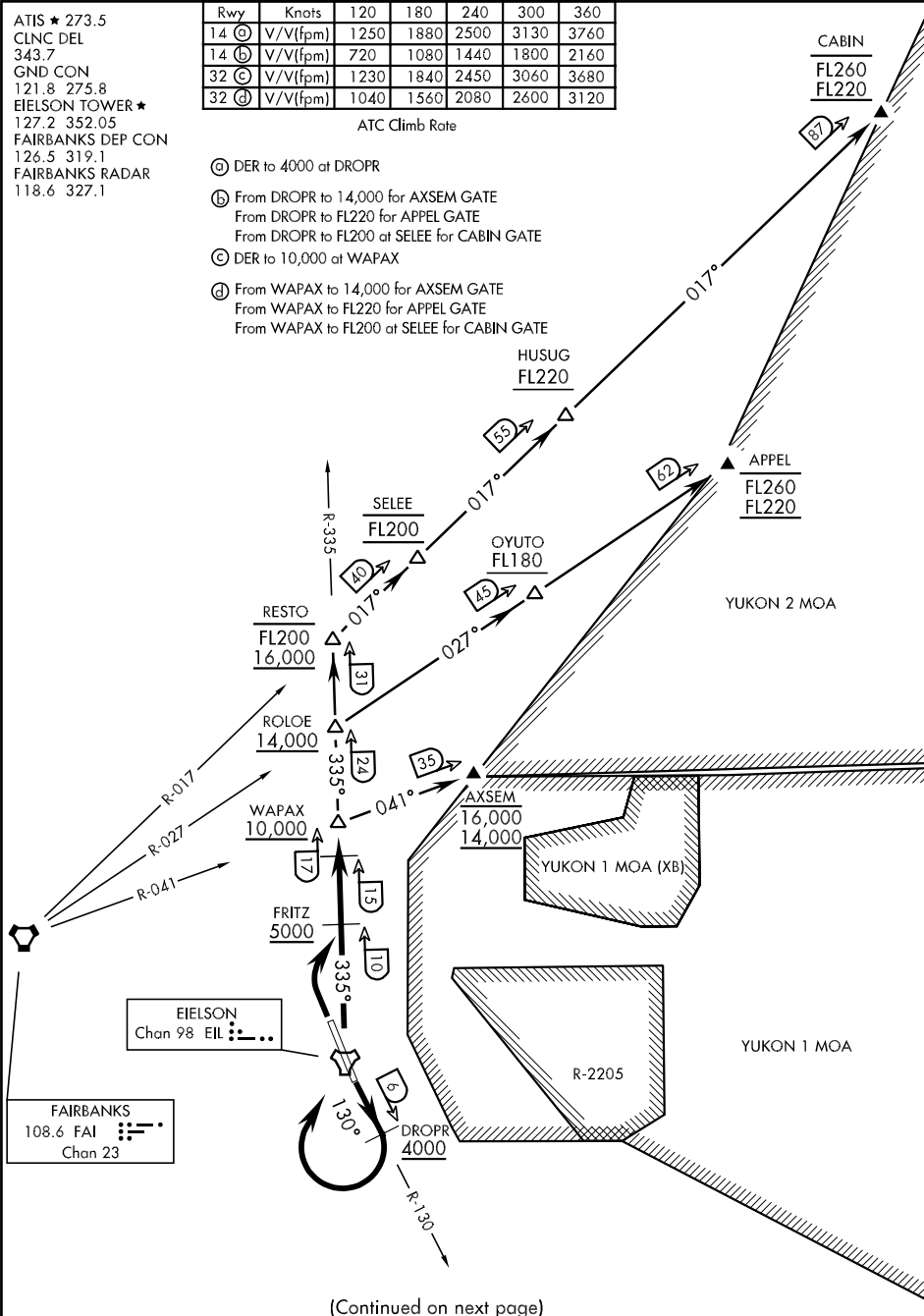
FAIRBANKS, ALASKA

ATIS ★ 273.5
CLNC DEL
343.7
GND CON
121.8 275.8
EIELSON TOWER ★
127.2 352.05
FAIRBANKS DEP CON
126.5 319.1
FAIRBANKS RADAR
118.6 327.1

Rwy	Knots	120	180	240	300	360
14 (a)	V/V(fpm)	1250	1880	2500	3130	3760
14 (b)	V/V(fpm)	720	1080	1440	1800	2160
32 (c)	V/V(fpm)	1230	1840	2450	3060	3680
32 (d)	V/V(fpm)	1040	1560	2080	2600	3120

ATC Climb Rate

- (a) DER to 4000 at DROPR
- (b) From DROPR to 14,000 for AXSEM GATE
From DROPR to FL220 for APPEL GATE
From DROPR to FL200 at SELEE for CABIN GATE
- (c) DER to 10,000 at WAPAX
- (d) From WAPAX to 14,000 for AXSEM GATE
From WAPAX to FL220 for APPEL GATE
From WAPAX to FL200 at SELEE for CABIN GATE



FOX-FOUR DEPARTURE

FAIRBANKS, ALASKA

▼
DEPARTURE ROUTE DESCRIPTION
(CONTINUED)

TAKE-OFF RWY 14: Turn left to intercept EIL TACAN R-130 to DROPR (EIL R-130/6 DME). Cross DROPR at or above 4000. Then turn right to EIL and then outbound on EIL R-335 to WAPAX (EIL R-335/FAI VORTAC R-041). Cross WAPAX at or above 10,000, thence . . .

TAKE-OFF RWY 32: Turn right to intercept EIL TACAN R-335. Cross FRITZ (EIL R-335/10 DME) at or above 5000. Cross WAPAX (EIL R-335/FAI VORTAC R-041) at or above 10,000, thence . . .

APPEL GATE TRANSITION: Cross ROLOE (EIL R-335/24 DME) at or above 14,000. Turn right and track outbound FAI R-027. Cross OYUTO (FAI R-027/45 DME) at or above FL180. Cross APPEL (FAI R-027/62 DME) at FL 220 block 260.

AXSEM GATE TRANSITION: Turn right and track outbound on FAI R-041. Cross AXSEM (FAI R-041/35 DME) at 14,000 block 16,000.

CABIN GATE TRANSITION: Cross ROLOE (EIL R-335/24 DME) at or above 14,000. Cross RESTO (EIL R-335/31 DME) at 16,000 block FL200. Turn right and track outbound on FAI R-017. Cross SELEE (FAI R-017/40 DME) at FL200. Cross HUSUG (FAI R-017/55 DME) at or above FL220. Cross CABIN (FAI R-017/87 DME) at FL220 block FL260.

AK 22 OCT 2009 to 17 DEC 2009

HAWGG-FOUR DEPARTURE (HAWGG4•HAWGG)

FAIRBANKS, ALASKA

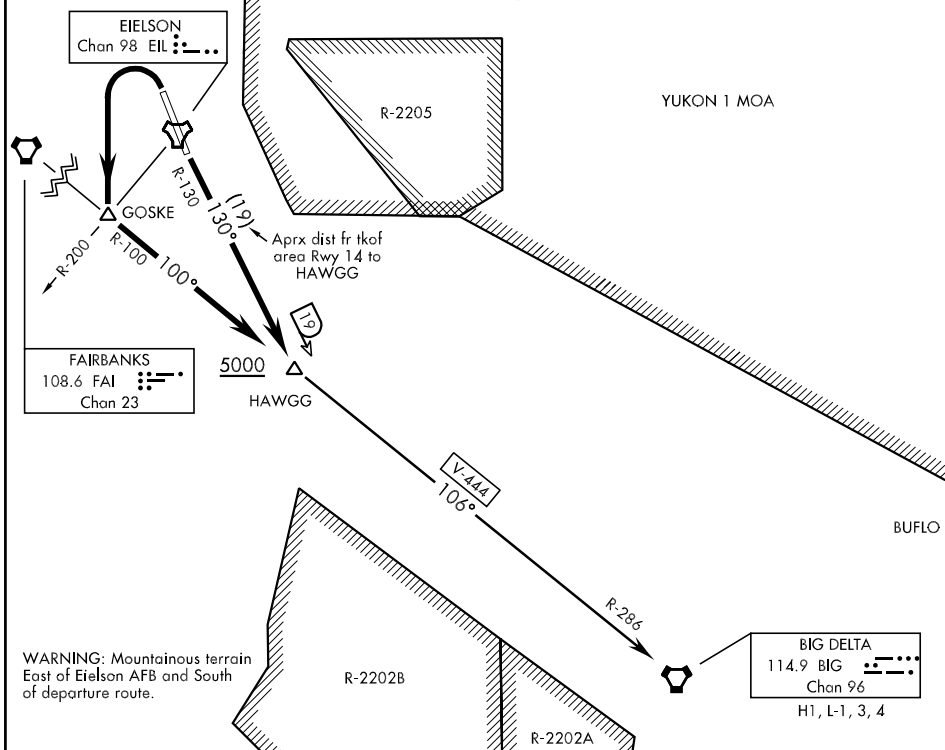
ATIS ★ 273.5
CLNC DEL
343.7
GND CON
121.8 275.8
EIELSON TOWER ★
127.2 352.05
FAIRBANKS DEP CON
126.5 319.1
FAIRBANKS RADAR
118.6 327.1

YUKON 2 MOA
SL-1729 [USAF]

Rwy	Knots	60	120	180	240	300	360
14	V/V(fpm)	250	490	730	970	1210	1450

ATC Climb Rate to 5000

RADAR REQUIRED



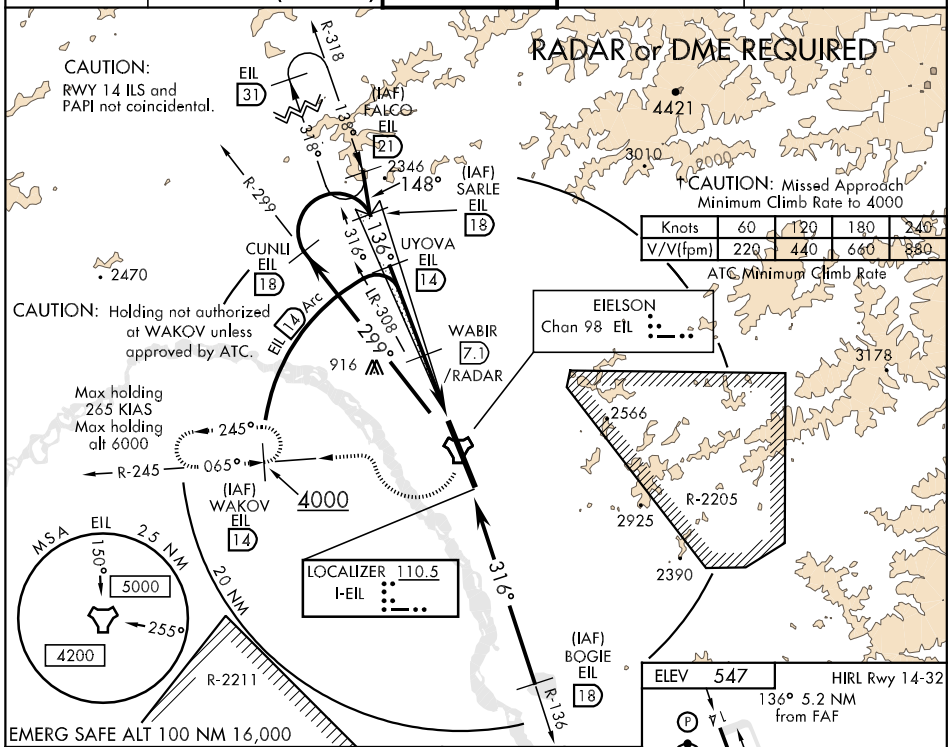
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14: Turn left to join EIL TACAN R-130 to HAWGG (FAI VORTAC R-100/EIL R-130). Cross HAWGG at or above 5000, thence . . .


TAKE-OFF RWY 32: Turn left to GOSKE (EIL R-200/FAI R-100), then continue outbound on FAI R-100. Cross HAWGG (FAI R-100/EIL R-130) at or above 5000, thence . . .

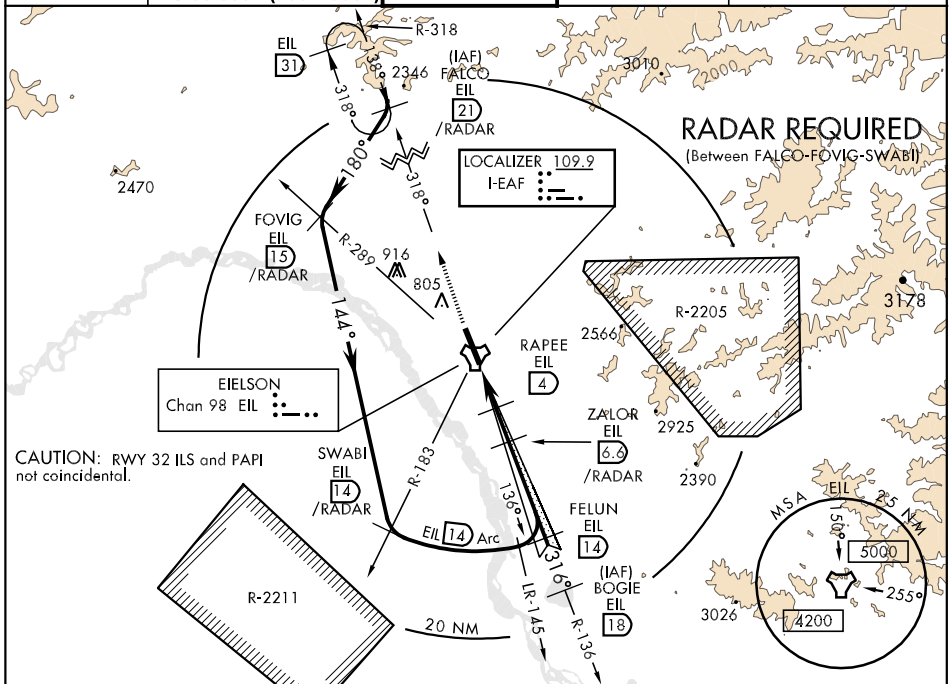
Intercept V-444 to BIG, thence via assigned route.

LOC I-EIL 110.5	APCH CRS 136°	Rwy Idg 14,530 TDZE 536 Arpt Elev 547	AL-1729 [USAF]	EIELSON AFB (PAEI)
▼ *When ALS inop, increase RVR to 40, vis $\frac{3}{4}$ mile. **When ALS inop, increase vis CAT ABC RVR to 50, vis to 1 mile, CAT DE RVR to 60, vis to $1\frac{1}{4}$ mile. ***Circling not authorized NE Rwy 14-32.			ALSF-1 (A1)	† MISSED APPROACH: Climb to 4000 on track 138° to EIL, then turn right to intercept EIL R-245 to WAKOV and hold.
ATIS ★ 273.5	FAIRBANKS APP CON 126.5 381.4 (360°-179°) 125.35 363.2 (180°-359°)	EIELSON TOWER ★ 127.2 352.05	GND CON 121.8 275.8	CLNC DEL 343.7



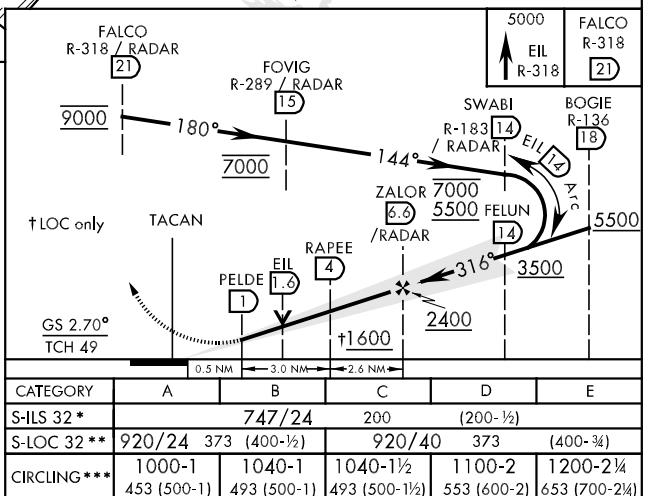
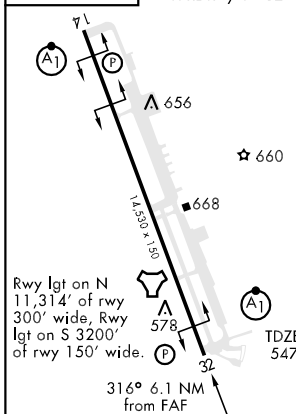
FAIRBANKS, ALASKA 64°40'N-147°06'W EIELSON AFB (PAEI)					
LOC FAF to MAP 4.7 NM					
CATEGORY	A	B	C	D	E
S-ILS 14*	736/24		200	(200- $\frac{1}{2}$)	
S-LOC 14**	900/24	364 (400- $\frac{1}{2}$)	900/40	364	(400- $\frac{3}{4}$)
CIRCLING***	1000-1 453 (500-1)	1040-1 493 (500-1)	1040-1 $\frac{1}{2}$ 493 (500-1 $\frac{1}{2}$)	1100-2 553 (600-2)	1200-2 $\frac{1}{4}$ 653 (700-2 $\frac{1}{4}$)
Knots			120	140	160
Min:Sec			2:36	2:14	2:36

LOC I-FAF 109.9	APCH CRS 316°	Rwy Idg 14,530 TDZE 547 Arpt Elev 547	AL-1729 [USAF]	EIELSON AFB (PAEI)
▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile. ** When ALS inop, increase vis CAT ABC RVR to 50 vis to 1 mile, CAT DE RVR to 60 vis to 1 ½ mile. *** Circling not authorized NE Rwy 14-32.			ALSF-1 	MISSED APPROACH: Climb to 5000 on EIL R-318 to FALCO (EIL R-318/21 DME) and hold.
ATIS ★ 273.5	FAIRBANKS APP CON 126.5 381.4 (360°-179°) 125.35 363.2 (180°-359°)	EIELSON TOWER ★ 127.2 352.05	GND CON 121.8 275.8	CLNC DEL 343.7



FMERG SAFF AIT 100 NM 16.000

ELEV	547	HIRL Rwy 14-32
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
NENANA THREE DEPARTURE (NENNA3•ENN)

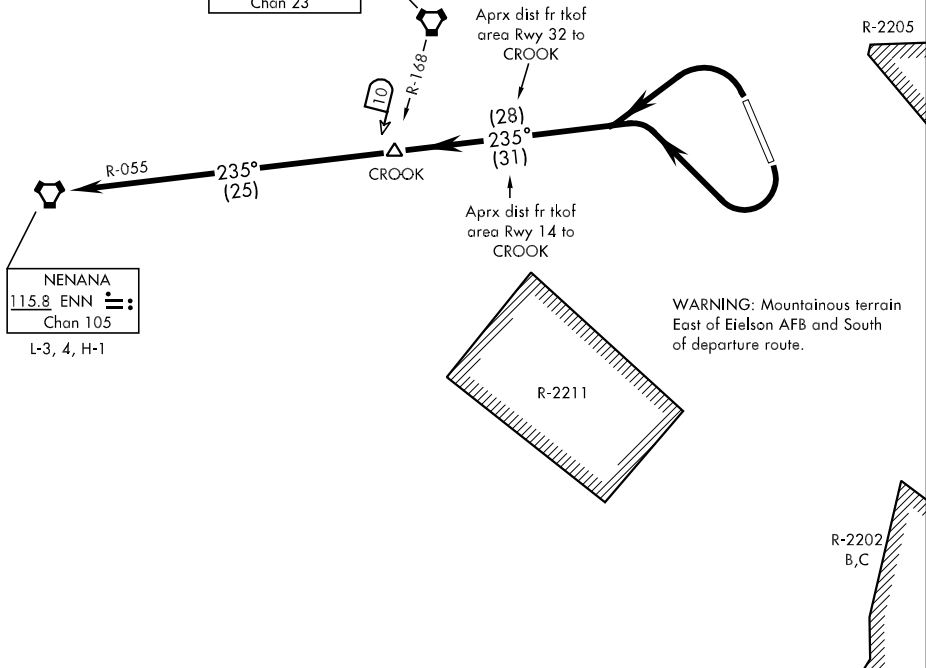
FAIRBANKS, ALASKA

SL-1729 [USAF]

ATIS ★ 273.5
EIELSON GND CON
121.8 275.8
EIELSON TOWER ★
127.2 352.05
FAIRBANKS DEP CON
126.5 319.1
FAIRBANKS RADAR
118.6 327.1
CLNC DEL
343.7

FAIRBANKS
108.6 FAI 
Chan 23

NENANA
115.8 ENN 
Chan 105
L-3, 4, H-1



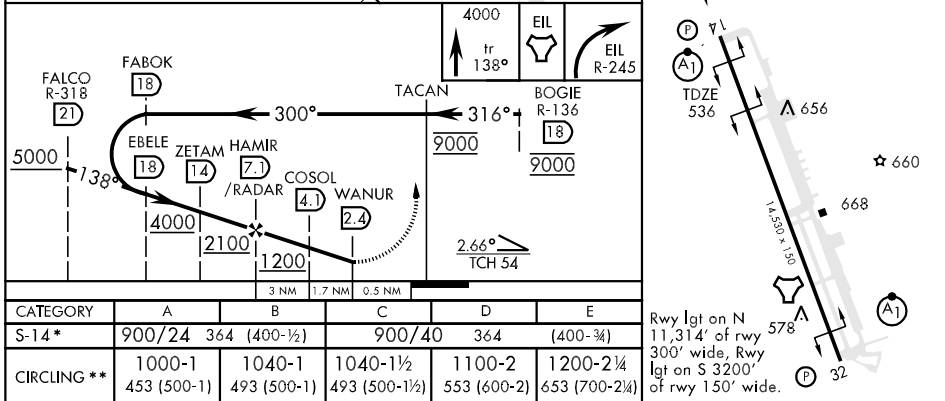
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14: Turn right to intercept ENN VORTAC R-055 and climb to assigned altitude, thence . . .

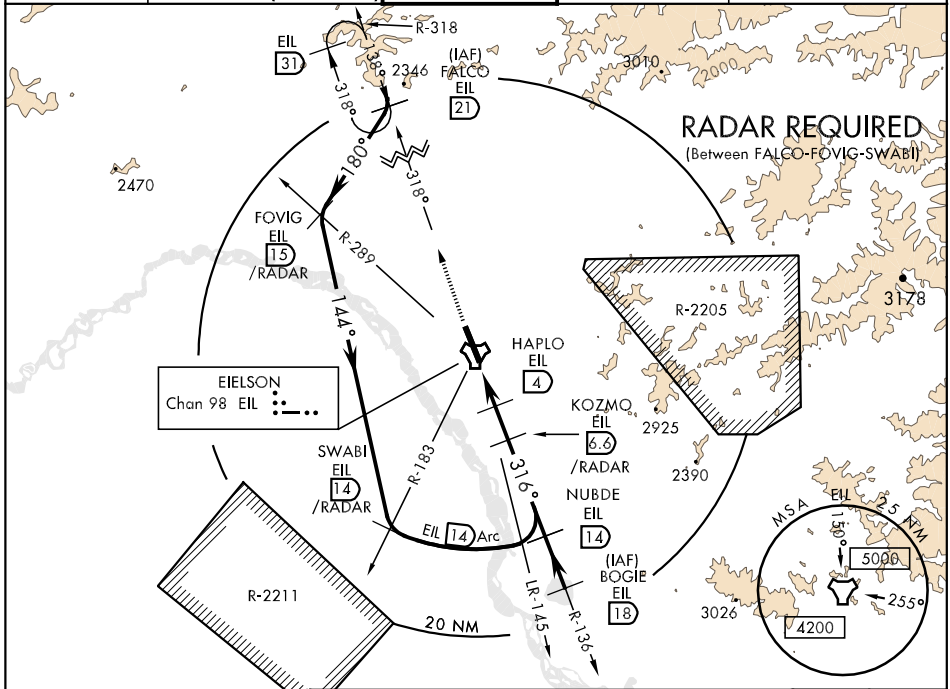
TAKE-OFF RWY 32: Turn left to intercept ENN VORTAC R-055 and climb to assigned altitude, thence . . .

Proceed to NENANA via R-055 then via assigned route.

ATIS ★ 273.5	FAIRBANKS APP CON 126.5 381.4 (360°-179°) 125.35 363.2 (180°-359°)	EIELSON TOWER ★ 127.2 352.05	GND CON 121.8 275.8	CLNC DEL 343.7
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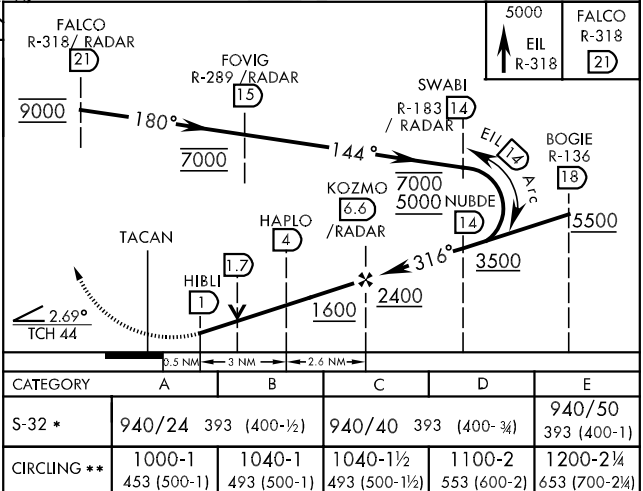
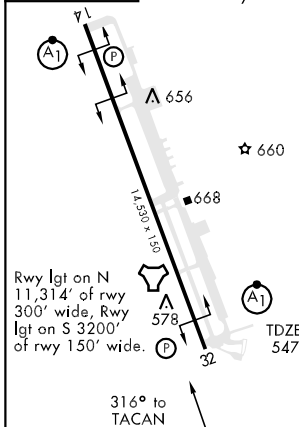
TACAN EIL Chan 98	APCH CRS 316°	Rwy ldg TDZE Arpt Elev 14,530 547 547	AL-1729 [USAF]	EIELSON AFB (PAEI)
▼ *When ALS inop, increase vis CAT ABC RVR to 50 vis to 1 mile, CAT D RVR to 60 vis to 1½ mile, CAT E vis to 1½ mile. ** Circling not authorized NE Rwy 14-32.			ALSF-1 (A1)	MISSED APPROACH: Climb to 5000 on EIL R-318 to FALCO (EIL R-318/21 DME) and hold.
ATIS ★ 273.5	FAIRBANKS APP CON 126.5 381.4 (360°-179°) 125.35 363.2 (180°-359°)	EIELSON TOWER ★ 127.2 352.05	GND CON 121.8 275.8	CLNC DEL 343.7



EMERG SAFE ALT 100 NM 16,000

ELEV 547

HIRL Rwy 14-32



ATIS 124.4
CLNC DEL
127.6
GND CON
121.9
FAIRBANKS TOWER ★
118.3 257.8
FAIRBANKS DEP CON ★
125.35 363.2 (180°-359°)
126.5 381.4 (360°-179°)



DEPARTURE ROUTE DESCRIPTION

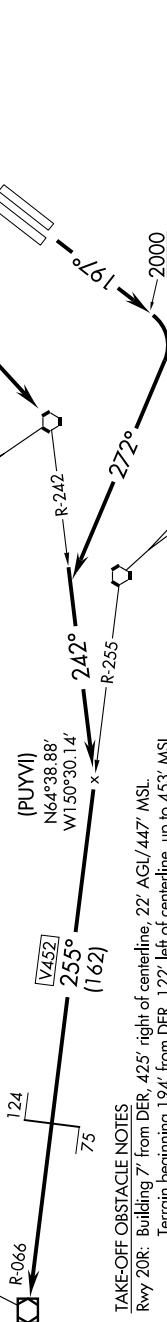
TAKE-OFF RUNWAY 2L/2R: Climb heading 032° to 2200 then left turn direct
FAI VORTAC, Thence
TAKE-OFF RUNWAY 20R/20L: Climb heading 197° to 2000 then right turn
heading 272°. Thence

. . . . Intercept FAI R-242 to ENN R-255/V452 to GAL VOR/DME, then
continue climb via assigned route and altitude.

GALENA
114.8 GAL :--:
Chan 95
N64° 44.29' - W156° 46.63'
L-3-4, H-1-2

FAIRBANKS
108.6 FAI :--:
Chan 23
N64° 48.01' - W148° 00.72'

NENANA
115.8 ENN :--:
Chan 105



TAKE-OFF OBSTACLE NOTES

Rwy 20R: Building 7' from DER, 425' right of centerline, 22' AGL/447' MSL.
Terrain beginning 194' from DER, 122' left of centerline, up to 453' MSL.
Terrain beginning 34' from DER, 66' right of centerline, up to 457' MSL.

Rwy 20L: Terrain 9' from DER, 130' left of centerline, 437' MSL.
Terrain 89' from DER, 467' right of centerline, 443' MSL.
Multiple trees beginning 335' from DER, 459' right of centerline, up to 68' AGL/521' MSL.
Multiple trees beginning 870' from DER, 188' left of centerline, up to 60' AGL/491' MSL.

Rwy 2L: Terrain 11' from DER, 166' left of centerline, 440' MSL.
Building 331' from DER, 252' left of centerline, 13' AGL/448' MSL.

Rwy 2R: Tank 32' from DER, 359' left of centerline, 6' AGL/439' MSL.
Terrain 52' from DER, 399' left of centerline, 440' MSL.
Building 188' from DER, 450' left of centerline, 9' AGL/442' MSL.
Aircraft 211' from DER, 456' right of centerline, 8' AGL/441' MSL.
Terrain beginning 132' from DER, 208' right of centerline, up to 447' MSL.
Tree 502' from DER, 369' left of centerline, 15' AGL/448' MSL.

TAKE-OFF MINIMUMS

Rwy 20R/20L: Standard.

Rwy 2L/2R: Standard with minimum climb of
230 feet per NM to 2200.

NOTE: Chart not to scale.

LOC I-FAI **110.3** APCH CRS **190°** Rwy Idg **11,800**
 TDZE **434**
 Arpt Elev **434**

JAL-1234 [USAF]

FAIRBANKS INTL (PAFA)

▼ * Circling not authorized W of RWY 1L-19R.



MISSED APPROACH: Climb to 4000 via heading 190° and
 FAI R-150 to 22 DME, Arc Northbound to JAVAH R-019/22 DME.

ATIS
124.4

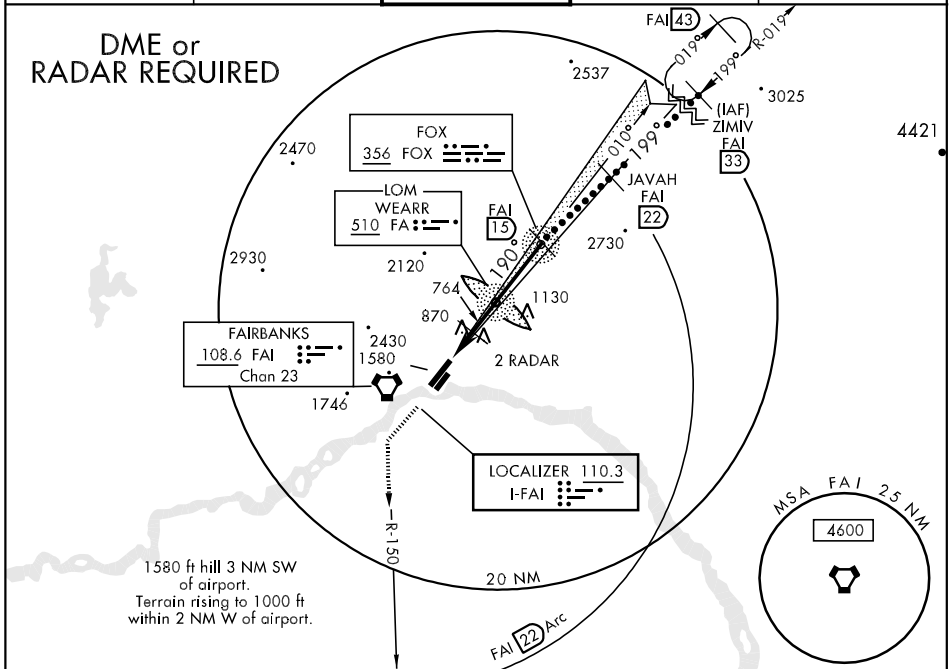
FAIRBANKS APP CON
125.35 363.2

FAIRBANKS TOWER
118.3 257.8

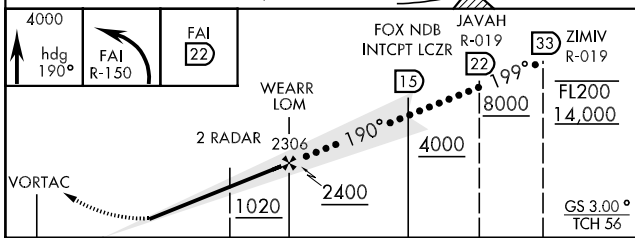
GND CON
121.9

CLNC DEL
127.6

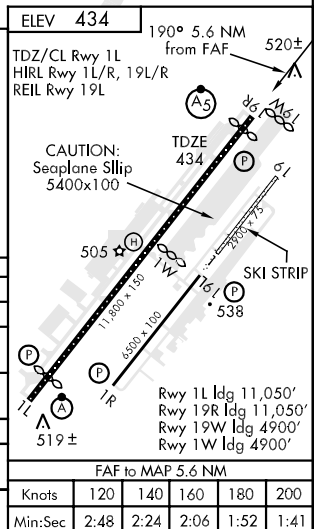
**DME or
 RADAR REQUIRED**



EMERG SAFE ALT 100 NM 15,900



CATEGORY	C	D	E
S-ILS 19R	634/24	200 (200-½)	
S-LOC 19R	1020/50 586 (600-1)	1020/60 586 (600-1½)	1020-1½ 586 (600-1½)
CIRCLING *	1020-1½ 586 (600-1½)	1020-2 586 (600-2)	1080-2¼ 646 (700-2¼)
RADAR FIX MINIMUMS			
S-LOC 19R	780/24 346 (400-½)	780/40 346 (400-¾)	
CIRCLING *	900-1½ 466 (500-1½)	1000-2 566 (600-2)	1080-2¼ 646 (700-2¼)



ILS or LOC RWY 2L
FAIRBANKS INTL (FAI) (PAFA)

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct CUN NDB and hold, continue climb-in-hold to 4000.

FAIRBANKS
108.6 FAI
Chan 23

LOCALIZER 109.1
I-CNA
Chan 28

CILAX INT
I-CNA [15.5]

(IF)
CILAX INT
I-CNA [15.5]

R-066

(EJUPA)

2600 NoPT to CILAX
313° (6.6) and LOC (5.1)

(IAF)
GLOWS

CHENA
257 CUN

MSA FAI 25 NM
4500

ALTERNATE MISSED APCH FIX
FAIRBANKS
FAI
108.6
Chan 23

ELEV 439

CAUTION:
Seaplane
landing area.

TDZE
438

447

017° 5.9 NM
from FAF

11800 X 150

6501 X 100

2500 X 100

2500 X 100

2500 X 100

SKI STRIP

538

REIL Rwy 20L
TDZ/CL Rwy 2L
MIRL Rwy 2R-20L
HIRL Rwy 2L-20R

FAF to MAP 5.9 NM

CATEGORY	A	B	C	D	E						
S-ILS 2L	638/18 200 (200-½)					638/24 200 (200-½)					
S-LOC 2L	760/24 322 (400-½)				760/40 322 (400-¾)		FAF to MAP 5.9 NM				
CIRCLING	840-1 401 (500-1)	900-1 461 (500-1)	900-1½ 461 (500-1½)	1000-2 561 (600-2)	1080-2¼ 641 (700-2 ¼)	Knots	60	90	120	150	180
						Min:Sec	5:54	3:56	2:57	2:22	1:58

▼

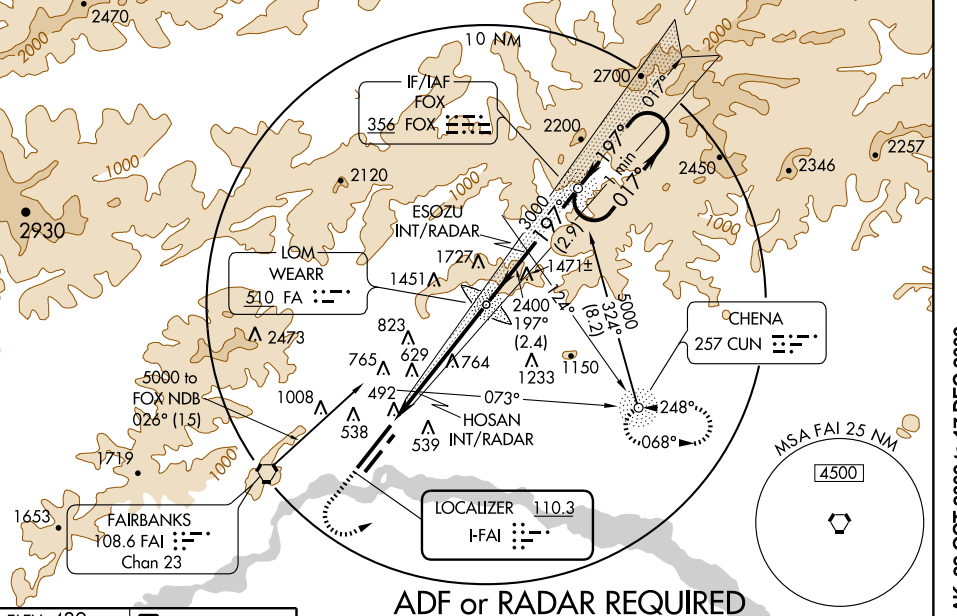
▲

For inoperative MALS, increase S-ILS 20R Cat E visibility to RVR 4000, S-LOC 20R Cat E visibility to 2 miles. HOSAN fix minimums: Increase S-LOC 20R Cat D visibility to RVR 5000, and Cat E to RVR 6000. Circling NA west of Rwy 2L-20R. ** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALS

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct CUN NDB and hold.

ATIS	FAIRBANKS APP CON ★	FAIRBANKS TOWER ★	GND CON	CLNC DEL
124.4	125.35 363.2	118.3 257.8	121.9	127.6



ELEV 439

ADF or RADAR REQUIRED

197° 5.6 NM from FAF

TDZE 439

CAUTION: Seaplane landing area.

SKI STRIP

REIL Rwy 20L TDZ/CL Rwy 2L

MIRL Rwy 2R-20L

HIRL Rwy 2L-20R

1100

4000

CUN 257

VGSI and ILS glidepath not coincident

FOX NDB

One Minute Holding Pattern

*LOC only

HOSAN INT/RADAR

LOM

ESOZU INT/RADAR

197°

017°

3900

GS 3.00° TCH 56

CATEGORY	A	B	C	D	E
S-ILS 20R	**639/24 200 (200-½)				639/24 200 (200-½)
S-LOC 20R	1020/24 581 (600-½)	1020/50 581 (600-1)	1020/60 581 (600-1¼)	1020-1½ 581 (600-1½)	1020-2 581 (600-1½)
CIRCLING	1020-1 581 (600-1)	1020-1½ 581 (600-1½)	1020-2 581 (600-2)	1080-2¼ 641 (700-2¼)	1080-2½ 641 (700-2¼)

HOSAN FIX MINIMUMS

S-LOC 20R	760/24 321 (400-½)	760/40 321 (400-¾)
CIRCLING	840-1 401 (500-1)	900-1 461 (500-1)
	900-1½ 461 (500-1½)	1000-2 561 (600-2)
	1080-2¼ 641 (700-2¼)	

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

AK. 22 OCT 2009 to 17 DEC 2009

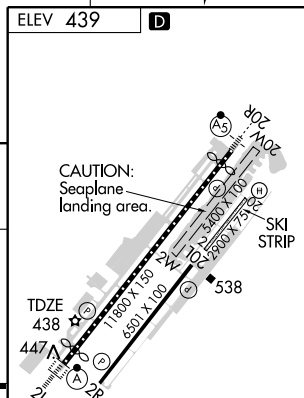
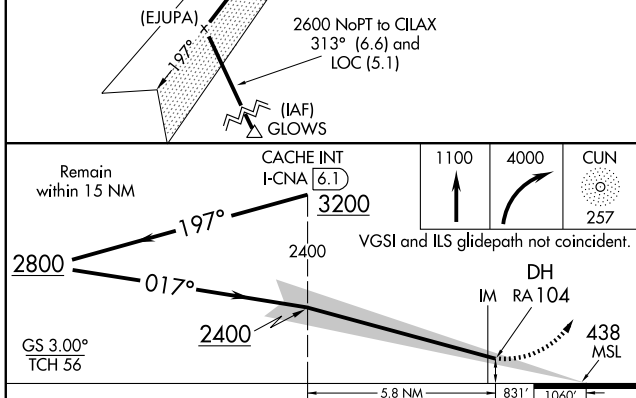
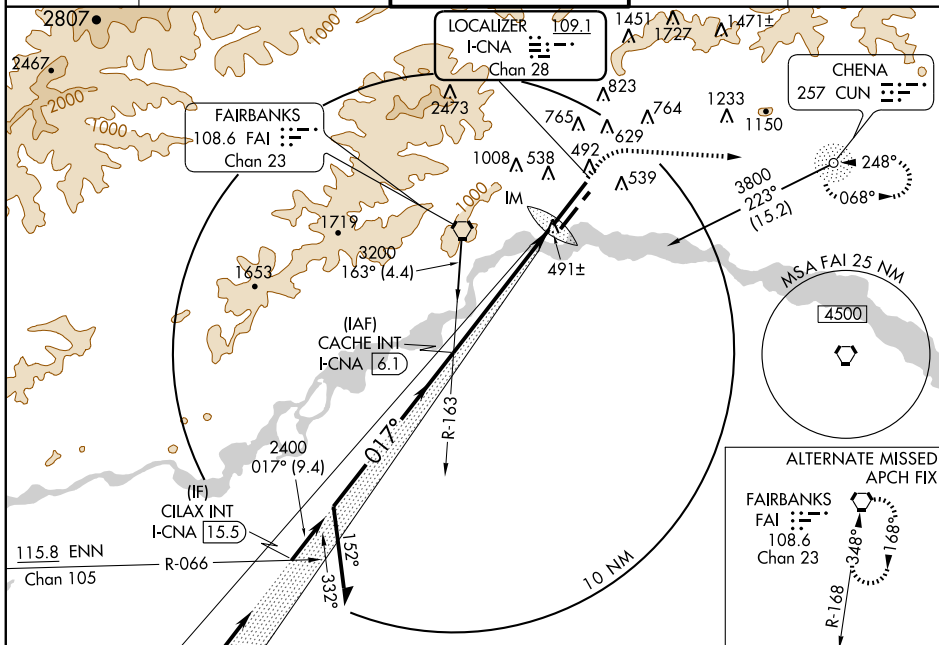
LOC/DME I-CNA	APP CRS	Rwy Idg	11050
109.1	017°	TDZE	438
Chan 28		Apt Elev	439

ILS RWY 2L (CAT II)

FAIRBANKS INTL (FAI) (PAFA)

ADF required.	ALSIF-2	MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct CUN NDB and hold, continue climb-in-hold to 4000.
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ATIS 124.4	FAIRBANKS APP CON ★ 125.35 363.2	FAIRBANKS TOWER ★ 118.3 257.8	GND CON 121.9	CLNC DEL 127.6
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CATEGORY	A	B	C	D
S-ILS 2L		538/12	100	RA 104

REIL Rwy 20L
TDZ/CL Rwy 2L
MIRL Rwy 2R-20L
HIRL Rwy 2L-20R

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOC/DME	I-CNA	APP CRS	Rwy Idg	11050
109.1		017°	TDZE	438
Chan 28			Apt Elev	439

ILS RWY 2L (CAT III)

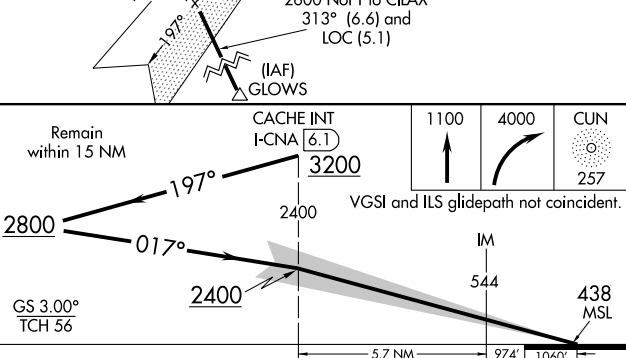
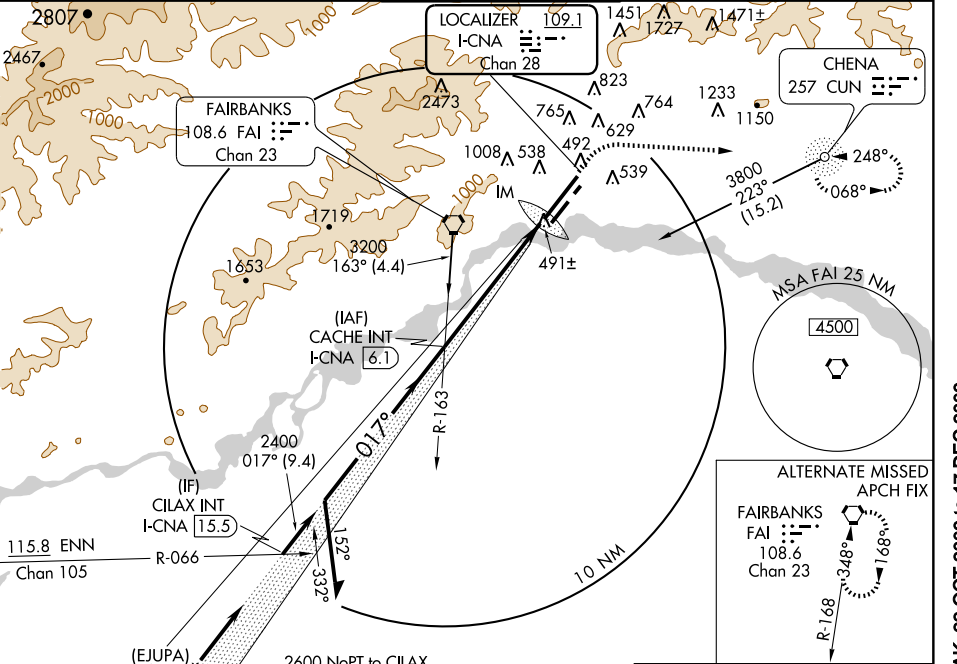
FAIRBANKS INTL (FAI) (PAFA)

ADF required.

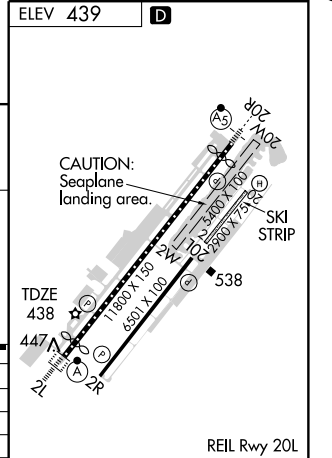
ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct CUN NDB and hold, continue climb-in-hold to 4000.

ATIS	FAIRBANKS APP CON *	FAIRBANKS TOWER *	GND CON	CLNC DEL
124.4	125.35 363.2	118.3 257.8	121.9	127.6



CATEGORY	A	B	C	D
S-ILS 2L		CAT IIIA	RVR 07	
S-ILS 2L		CAT IIIB	RVR 06	
S-ILS 2L		CAT IIIC	NA	

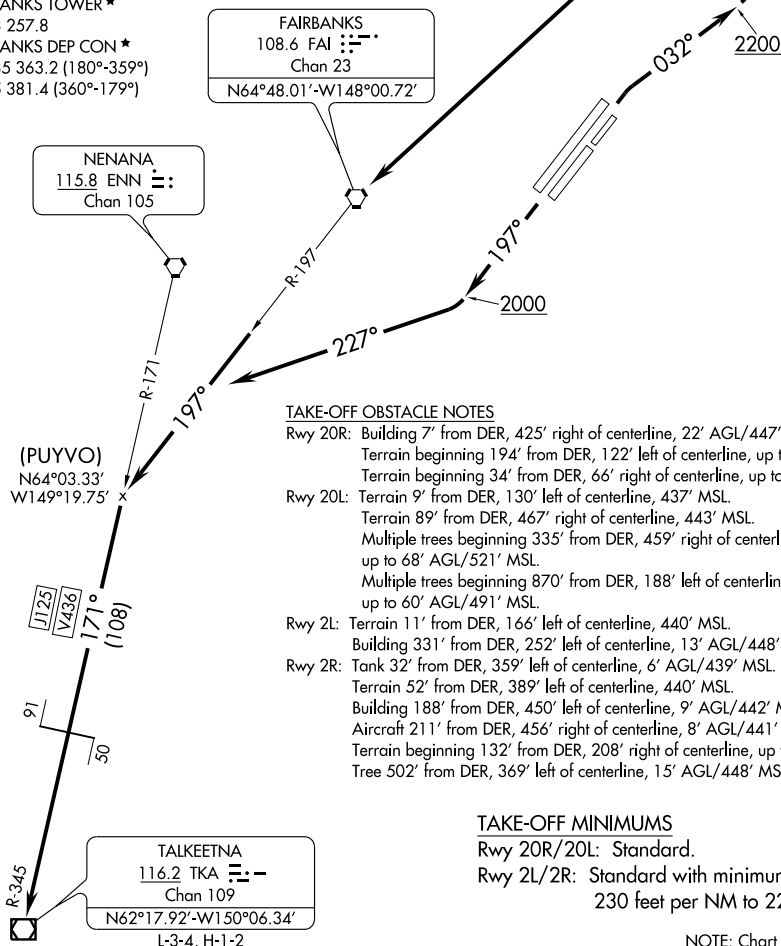


CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 20L
TDZ/CL Rwy 2L
MIRL Rwy 2R-20L
HIRL Rwy 2L-20R

AK. 22 OCT 2009 to 17 DEC 2009

ATIS 124.4
CLNC DEL
127.6
GND CON
121.9
FAIRBANKS TOWER ★
118.3 257.8
FAIRBANKS DEP CON ★
125.35 363.2 (180°-359°)
126.5 381.4 (360°-179°)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 2L/2R: Climb heading 032° to 2200 then left turn direct FAI VORTAC, thence

TAKE-OFF RUNWAY 20R/20L: Climb heading 197° to 2000 then right turn heading 227°, thence

. . . . Intercept FAI R-197 to ENN R-171 and TKA R-345 to TKA VOR/DME.
Then continue climb via assigned route and altitude.

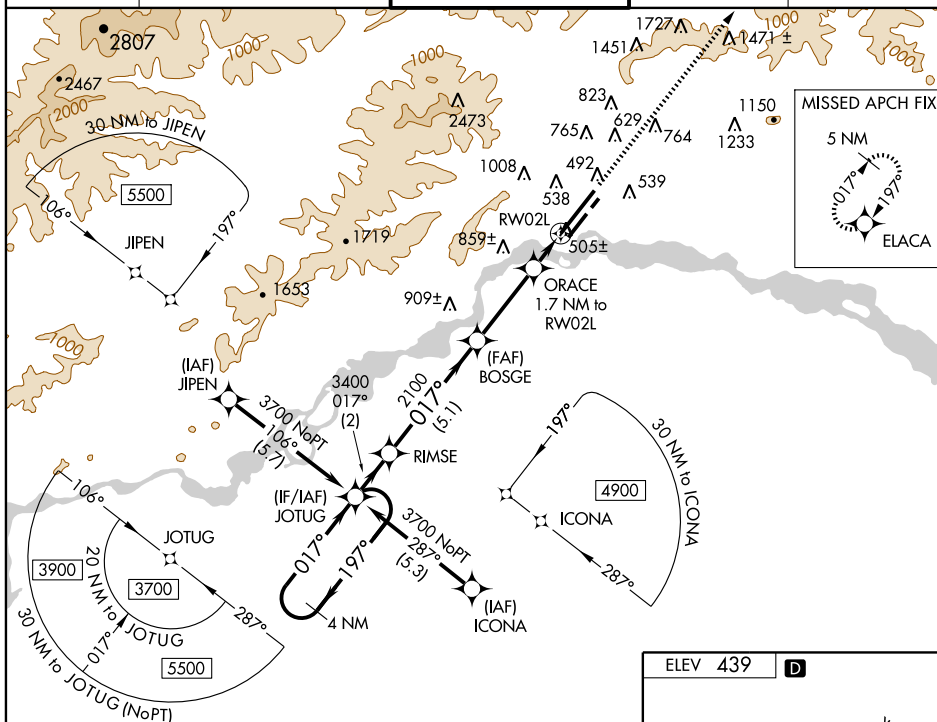
RNAV (GPS) RWY 2L

FAIRBANKS INTL (FAI) (PAFA)

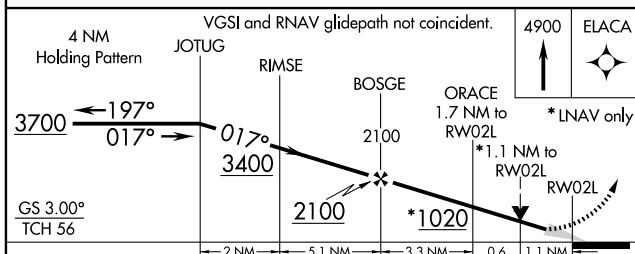
ALSF-2

MISSED APPROACH: Climb to 4900 direct ELACA and hold, continue climb-in hold to 4900.

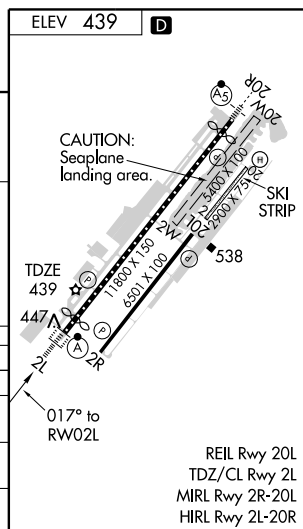
ATIS	FAIRBANKS APP CON ★	FAIRBANKS TOWER ★	GND CON	CLNC DE
124.4	125.35 363.2	118.3 257.8	121.9	127.6



AK. 22 OCT 2009 to 17 DEC 2009



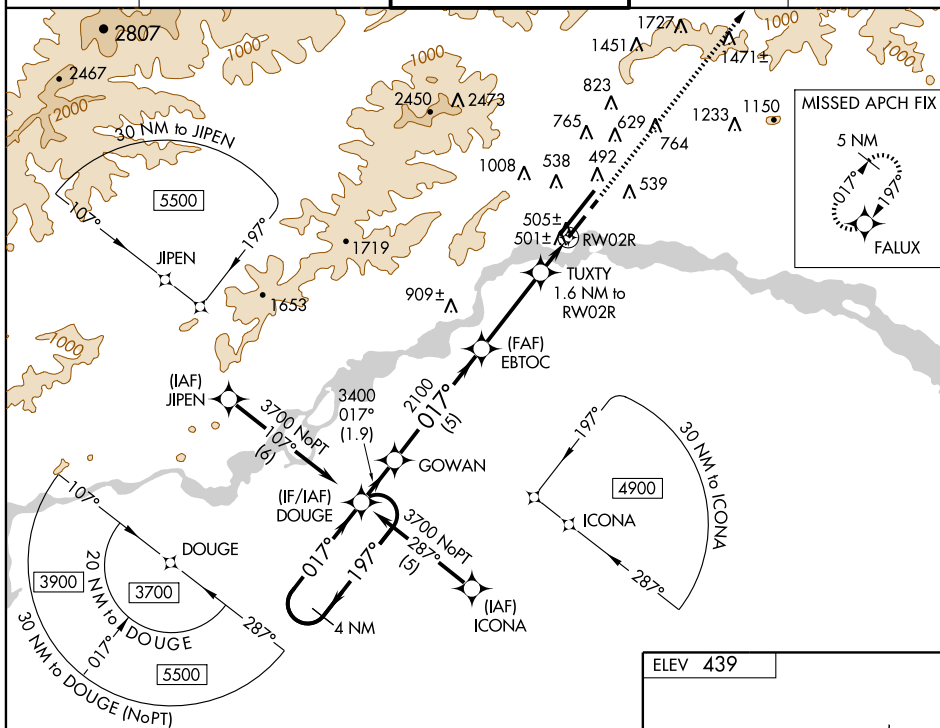
CATEGORY	A	B	C	D
LPV DA	638/24 199 (200-½)			
RNAV/ VNAV	1019-1½ 580 (600-1½)			
RNAV MDA	820/24 382 (400-½)			820/50 382 (400-1)
CIRCLING	840-1 401 (500-1)	900-1 461 (500-1)	900-1½ 461 (500-1½)	1000-2 561 (600-2)



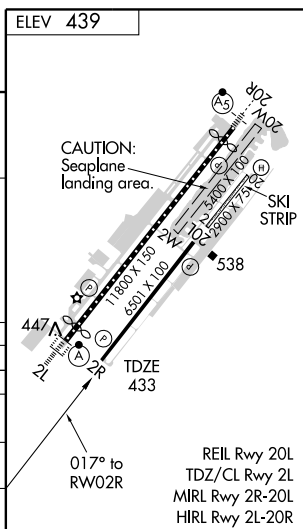
RNAV (GPS) RWY 2R
FAIRBANKS INTL (FAI) (PAFA)

MISSED APPROACH: Climb to 4900 direct FALUX and hold, continue climb-in hold to 4900.

ATIS	FAIRBANKS APP CON ★	FAIRBANKS TOWER ★	GND CON	CLNC DEL
124.4	125.35 363.2	118.3 257.8	121.9	127.6



4 NM Holding Pattern		DOUG		*RNAV only		4900 		FALUX 	
3700 ← 197° 017° →		GOWAN 017° 3400		EBTOC 2100		TUXTY 1.6 NM to RW02R		RW02R	
GS 3.00° TCH 40		2100		*980					
		← 1.9 NM		← 5 NM		← 3.4 NM		← 1.6 NM	
CATEGORY		A		B		C		D	
LPV DA				743-1		310 (400-1)			
RNAV/ VNAV				937-1¾		504 (500-1¾)			
RNAV MDA		860-1 427 (500-1)		860-1¼ 427 (500-1¼)		860-1½ 427 (500-1½)			
CIRCLING		860-1 421 (500-1)		900-1 461 (500-1)		900-1½ 461 (500-1½)		1000-2 561 (600-2)	



RNAV (GPS) RWY 20L
FAIRBANKS INTL (FAI) (PAFA)

MISSED APPROACH: Climb to 3700 direct DOUGE and hold, continue climb-in-hold to 3700.

WAAS CH 99315 W20B	APP CRS 197°	Rwy Idg 11050 TDZE 439 Apt Elev 439
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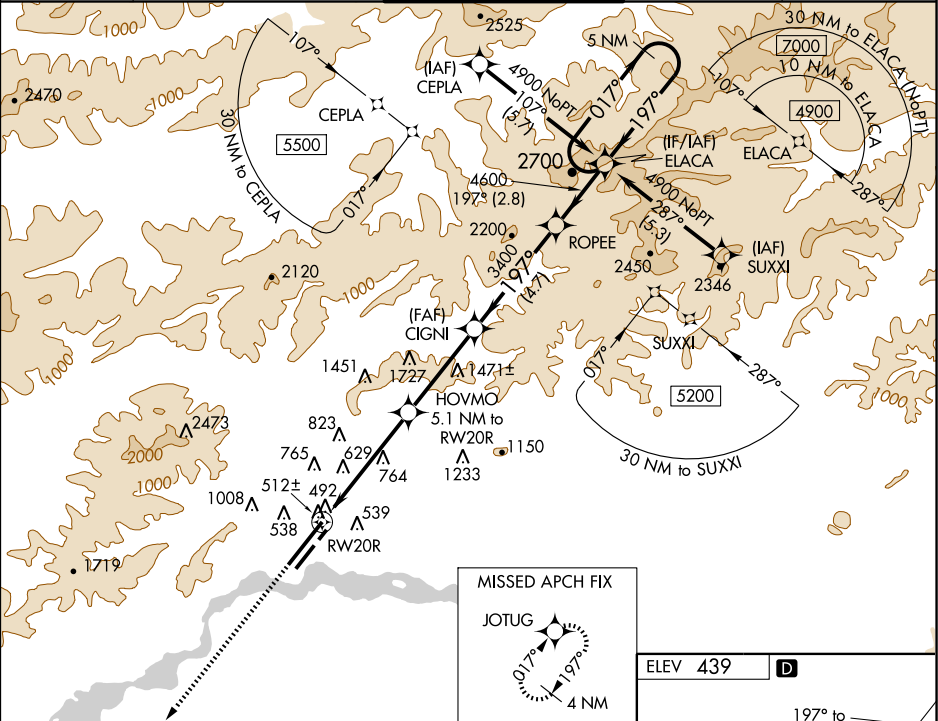
RNAV (GPS) RWY 20R
FAIRBANKS INTL (FAI) (PAFA)

⚠ Circling NA west of Rwy 2L-20R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3700
direct JOTUG and hold.

ATIS 124.4	FAIRBANKS APP CON ★ 125.35 363.2	FAIRBANKS TOWER ★ 118.3 257.8	GND CON 121.9	CLNC DEL 127.6
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3700 JOTUG

VGSI and RNAV glidepath not coincident.

ELACA 5 NM Holding Pattern

ROPEE

CIGNI

HOVMO 5.1 NM to RWY 20R

RWY 20R

1.7 NM to RWY 20R

2140*

3400

4600

4900

017°

197°

GS 3.00° TCH 56

1.7 NM 3.4 NM 3.8 NM 4.7 NM 2.8 NM

CATEGORY	A	B	C	D
LPV DA	639/24 200 (200-½)			
LNAV/VNAV DA	1148-2 709 (800-2)			
LNAV MDA	1020/24 581 (600-½)	1020/50 581 (600-1)	1020/60 581 (600-1¼)	
CIRCLING	1020-1 581 (600-1)	1020-1½ 581 (600-1½)	1020-2 581 (600-2)	

ELEV 439 **D**

197° to RWY 20R

TDZE 439

CAUTION: Seaplane landing area.

SKI STRIP

538

447

21

20R

20L

20C

20B

20A

11800 X 150

6500 X 100

2500 X 75

REIL Rwy 20L
TDZ/CL Rwy 2L
MIRL Rwy 2R-20L
HIRL Rwy 2L-20R

APP CRS	Rwy Idg	10700
017°	TDZE	438
	Apt Elev	439

RNAV (GPS) X RWY 1L

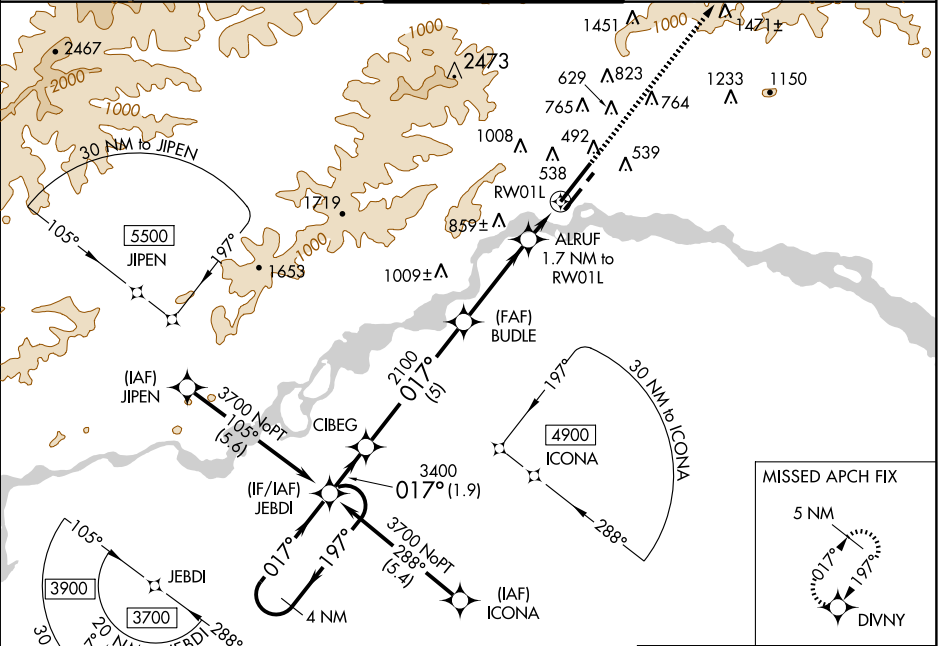
FAIRBANKS INTL (FAI) (PAFA)

⚠ Inoperative table does not apply to Cat C with LNAV MDA 860. Circling NA west of Rwy 1L-19R. DME/DME RNP-0.3 NA * Missed approach obstructions require a minimum climb of 205 feet per NM to 2300.

MALSF
⬆️

MISSED APPROACH: Climb to 4900 direct DIVNY and hold. Continue climb-in-hold to 4900.

ATIS 124.4	FAIRBANKS APP CON * 125.35 363.2	FAIRBANKS TOWER * 118.3 257.8	GND CON 121.9	CLNC DEL 127.6
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4 NM Holding Pattern

VGSI and descent angles not coincident.

4900

DIVNY

JEBDI

3700 ← 197°

017° →

CIBEG

3400

2100

BUDLE

3.04°

TCH 40

ALRUF

1.7 NM to RW01L

1.2 NM to RW01L

RW01L

1.9 NM

5 NM

3.3 NM

0.5

1.2

CATEGORY	A	B	C	D
RNAV MDA*	820- $\frac{3}{4}$ 382 (400- $\frac{3}{4}$)			820-1 $\frac{1}{4}$ 382 (400- $\frac{1}{4}$)
RNAV MDA	860- $\frac{3}{4}$ 422 (500- $\frac{3}{4}$)		860-1 $\frac{1}{4}$ 422 (500- $\frac{1}{4}$)	
CIRCLING	860-1 421 (500-1)	900-1 461 (500-1)	900-1 $\frac{1}{2}$ 461 (500-1 $\frac{1}{2}$)	1000-2 561 (600-2)

ELEV 439

D

CAUTION: Seaplane landing area.

TDZE 438


447

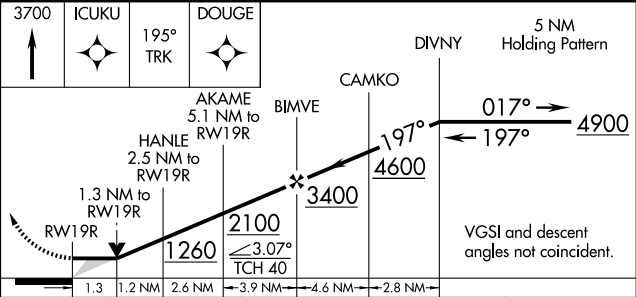
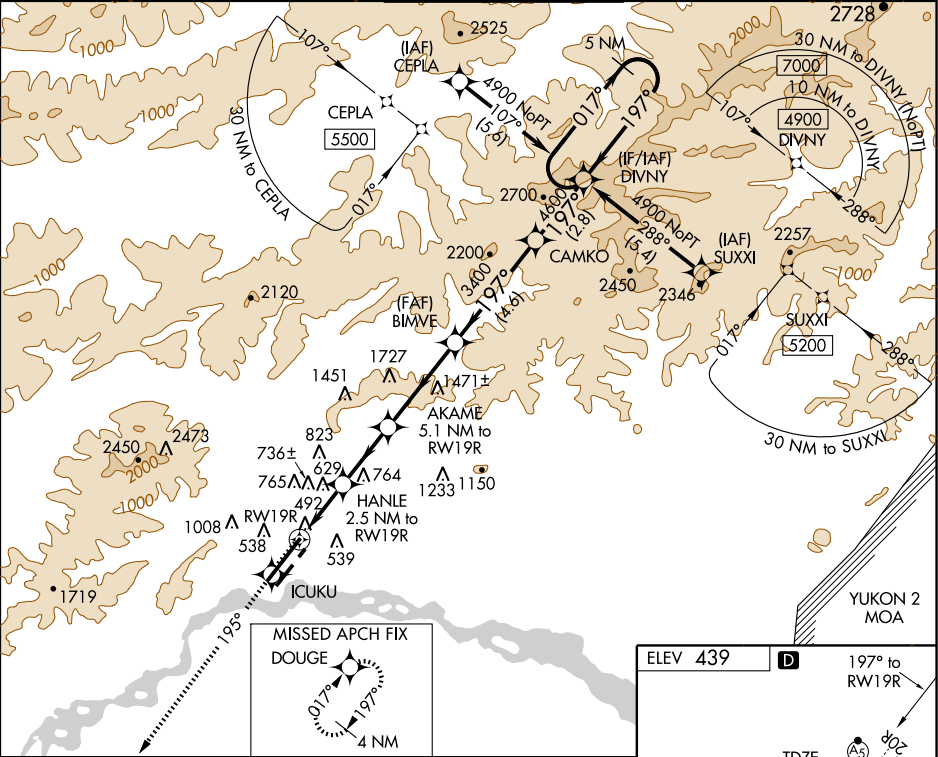
017° to RW01L

APP CRS	Rwy Idg	10700
197°	TDZE	439
	Apt Elev	439

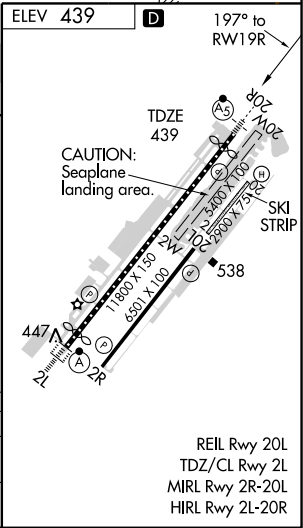
RNAV (GPS) X RWY 19R

FAIRBANKS INTL (FAI) (PAFA)

<div><div>▼</div><div>Inoperative table does not apply to Cat C. Circling NA west of Rwy 1L-19R. DME/DME RNP-0.3 NA.</div></div>	<div><div>MALSF</div><div>=</div></div>	MISSED APPROACH: Climb to 3700 direct ICUKU and via 195° track to DOUGE and hold.		
ATIS 124.4	FAIRBANKS APP CON ★ 125.35 363.2	FAIRBANKS TOWER ★ 118.3 257.8	GND CON 121.9	CLNC DEL 127.6



CATEGORY	A	B	C	D
LNAV MDA	920-¾ 481 (500-¾)	920-1¼ 481 (500-¼)	920-1½ 481 (500-1½)	920-1½ 481 (500-1½)
CIRCLING	920-1 481 (500-1)	920-1½ 481 (500-1½)	1000-2 561 (600-2)	1000-2 561 (600-2)



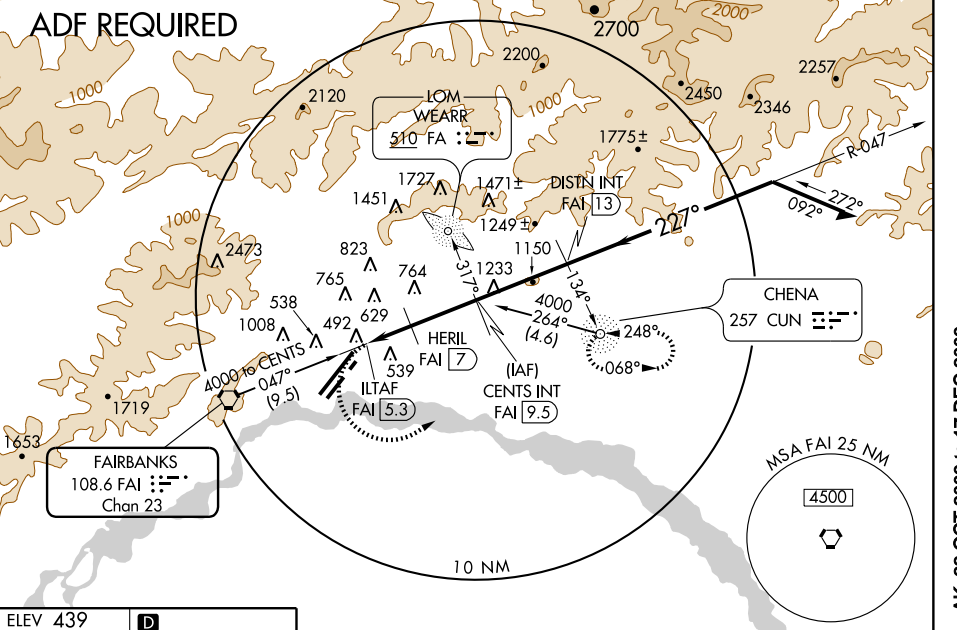
⚠ Circling NA west of Rwy 2L-20R.

⚠ Inoperative table does not apply to S-20R Cats B, C, D, and E. For inoperative MALSR, increase S-20R Cat A visibility to RVR 5000. Inoperative table does not apply to HERIL fix minimums S-20R Cats C, D, and E; for inoperative MALSR, increase S-20R Cat A, and B visibility to RVR 5000.

MALSR

MISSED APPROACH: Climbing left turn to 4000 direct CUN NDB and hold, continue climb-in-hold to 4000.

ATIS	FAIRBANKS APP CON ★	FAIRBANKS TOWER ★	GND CON	CLNC DEL
124.4	125.35 363.2	118.3 257.8	121.9	127.6



ELEV 439

D

CAUTION: Seaplane landing area.

REIL Rwy 20L
TDZ/CL Rwy 2L
MRL Rwy 2R-20L
HIRL Rwy 2L-20R

4000 CUN 257

HERIL FAI 7

ILTAF FAI 5.3

CENTS INT FAI 9.5

VGSI and descent angles not coincident.

Remain within 15 NM

047°

DISTN INT FAI 13

4000

3300

227°

1300

2200

0.7 0.7 1 NM 2.5 NM 3.5 NM

CATEGORY	A	B	C	D	E
S-20R	1300/40 861 (900-¾)	1300/60 861 (900-1¼)	1300-2½ 861 (900-2½)	1300-2¾ 861 (900-2¾)	1300-3 861 (900-3)
CIRCLING	1300-1 861 (900-1)	1300-1¼ 861 (900-1¼)	1300-2½ 861 (900-2½)	1300-2¾ 861 (900-2¾)	1300-3 861 (900-3)

HERIL FIX MINIMUMS

S-20R	940/40 501 (600-¾)	940-1½ 501 (600-1½)	940-1¾ 501 (600-1¾)
CIRCLING	940-1 501 (600-1)	940-1½ 501 (600-1½)	1000-2 561 (600-2)

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

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VORTAC FAI
108.6
Chan 23

APCH CRS
237°

Rwy Idg 8570
TDZE 454
Arpt Elev 454

JAL-1219 [USA]

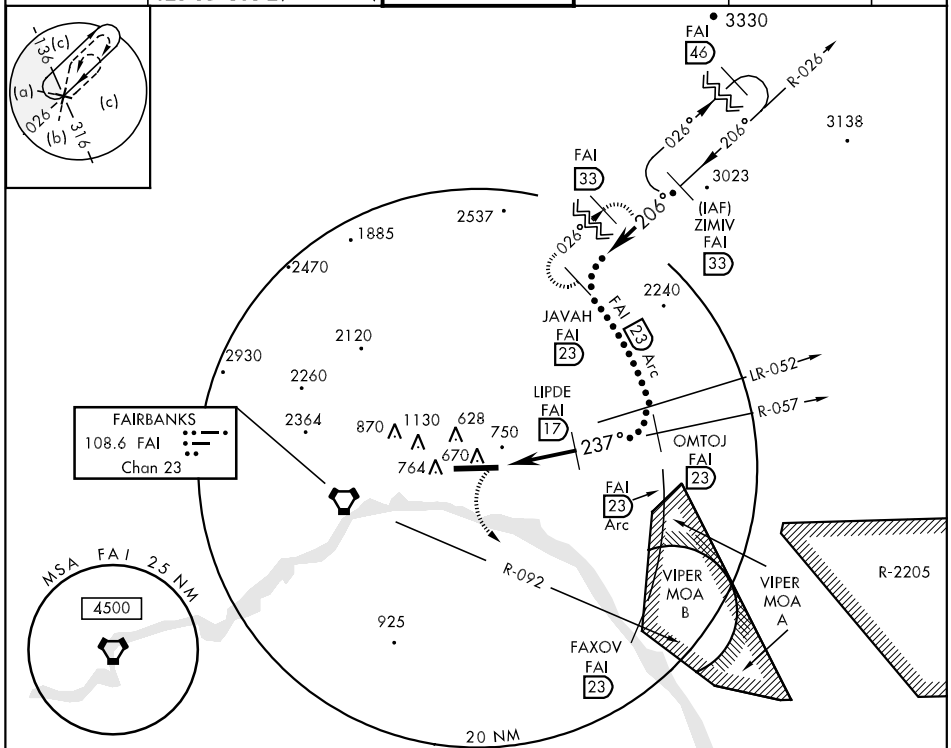
LADD AAF (PAFB)

* When ALS inop, increase visibilities ½ mile.
** Circling Not Authorized North of Rwy 7-25.

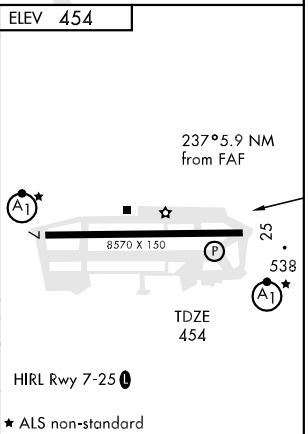
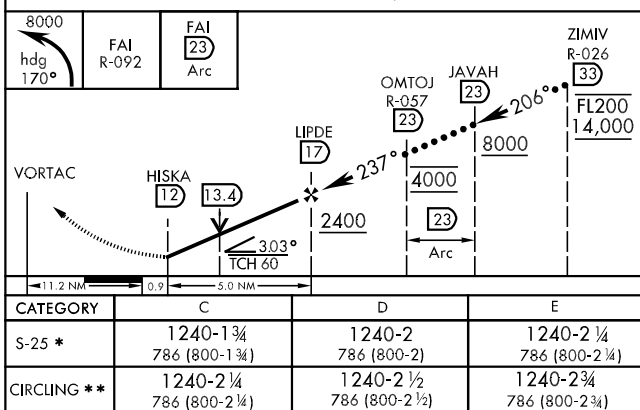


MISSED APPROACH: Climbing left turn to 8000 via heading 170° and FAI R-092 to FAXOV/23 DME then Arc Northbound to JAVAH/23 DME and hold.

ATIS★ 134.25	FAIRBANKS APP CON 126.5 381.4 (360°-179°) 125.35 363.2 (180°-359°)	LADD TOWER★ 125.0 (CTAF) 0 241.0	GND CON 121.7 261.3	BASE OPS 118.9	ASR/PAR
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EMERG SAFE ALT 100 NM FROM VORTAC 15,100



NDB CUN 257	APCH CRS 248°	Rwy Idg TDZE Arpt Elev 8570 454 454
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AL-1219 [USA]

LADD AAF (PAFB)

▼ * Circling not authorized N of Rwy 7-25.

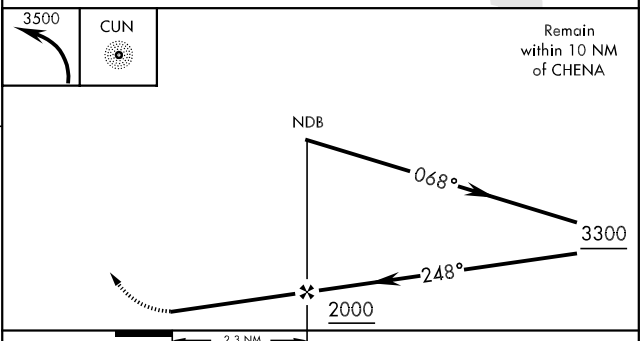
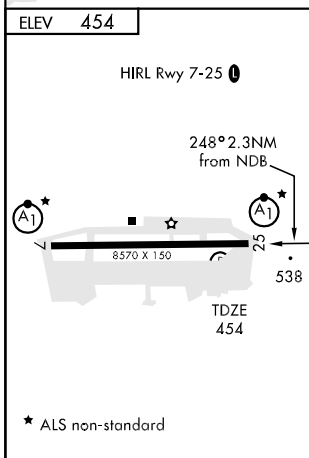
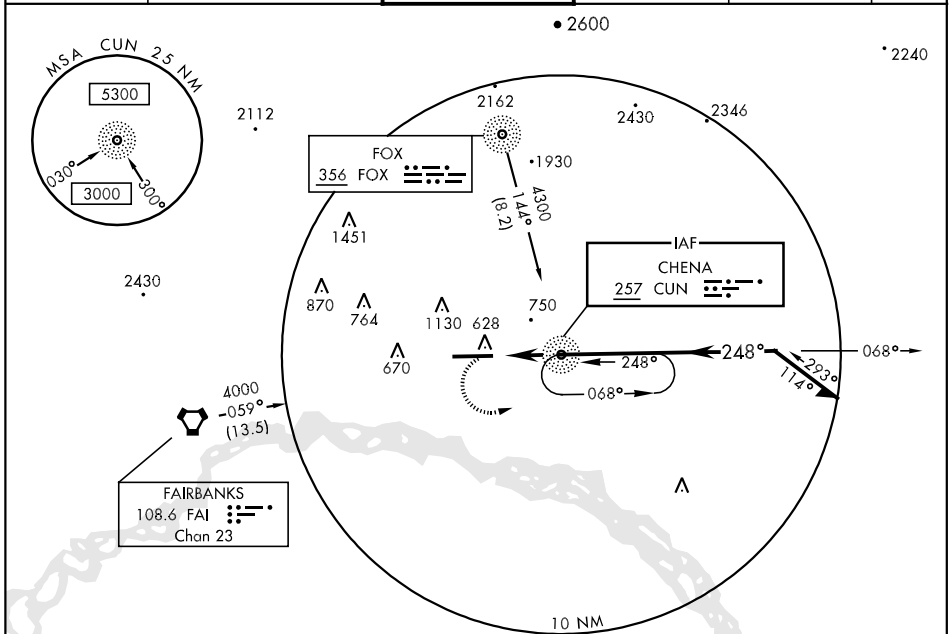
▲ NA

ALSIF-1



MISSED APPROACH: Climbing left turn to 3500 direct to CUN NDB and hold, continue climb in hold to 3500.

ATIS★ 134.25	FAIRBANKS APP CON 126.5 381.4 (360°- 179°) 125.35 363.2 (180°- 359°)	LADD TOWER★ 125.0 (CTAF) 0 241.0	GND CON 121.7 261.3	BASE OPS 118.9	ASR/PAR
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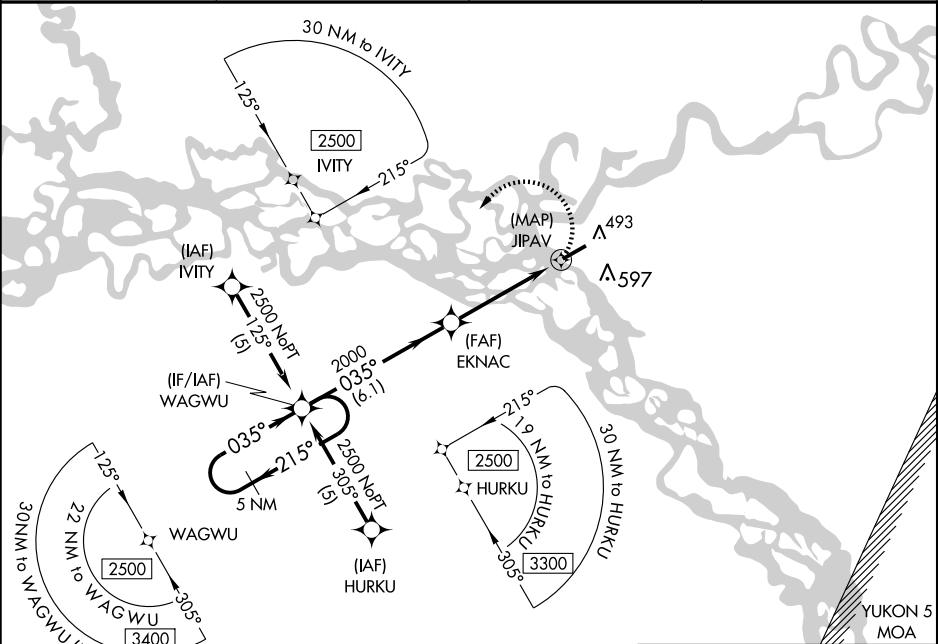
FAF to MAP 2.3 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	1220-1 766 (800-1)	1220-1¼ 766 (800-1¼)	1220-2¼ 766 (800-2¼)	1220-2½ 766 (800-2½)
Min:Sec	2:18	1:32	1:09	0:55	0:46					

APP CRS	Rwy Idg	5000
035°	TDZE	433
	Apt Elev	433

RNAV (GPS) RWY 4

FORT YUKON (FYU) (PFYU)

Cirdling NA south of Rwy 4-22. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.		MISSED APPROACH: Climbing left turn to 2500 direct WAGWU and hold.	
AWOS-3 125.8	ANCHORAGE CENTER 135.0 225.4	FAIRBANKS RADIO 122.1	CTAF 122.5 0



ELEV 433				
5 NM Holding Pattern WAGWU VGSI and descent angles not coincident. 2500 WAGWU				
2500 ← 215° 035° → 035° EKNAC 3.04° TCH 45 2000 JIPAV				
6.1 NM 4.5 NM 0.2 NM				
CATEGORY	A	B	C	D
LNAV MDA	860-1 427 (500-1)	860-1¼ 427 (500-1¼)	860-1½ 427 (500-1½)	860-1½ 427 (500-1½)
CIRCLING	860-1 427 (500-1)	900-1 467 (500-1)	900-1½ 467 (500-1½)	1000-2 567 (600-2)

AK. 22 OCT 2009 to 17 DEC 2009

APP CRS	Rwy Idg	5810
215°	TDZE	433
	Apt Elev	433

RNAV (GPS) RWY 22

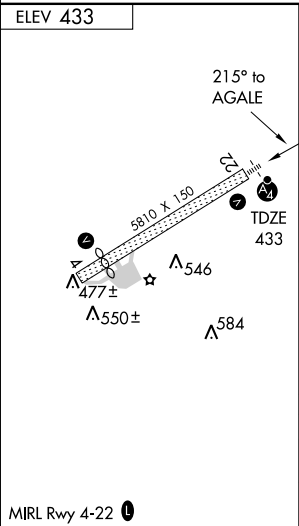
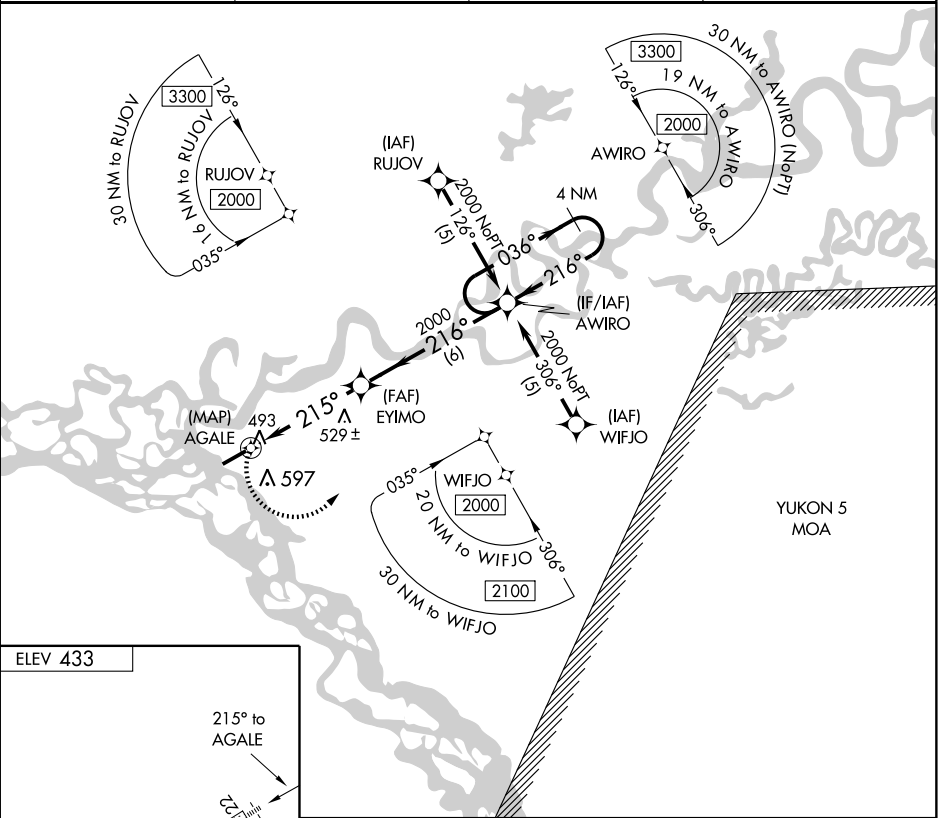
FORT YUKON (FYU) (PFYU)

▼ Inoperative table does not apply. Circling NA south of Rwy 4-22.
Visibility reduction by helicopters NA. DME/DME RNP -0.3 NA.

MALSF

MISSED APPROACH: Climbing left turn to 2000 direct AWIRO and hold.

AWOS-3 125.8	ANCHORAGE CENTER 135.0 225.4	FAIRBANKS RADIO 122.1	CTAF 122.5 0
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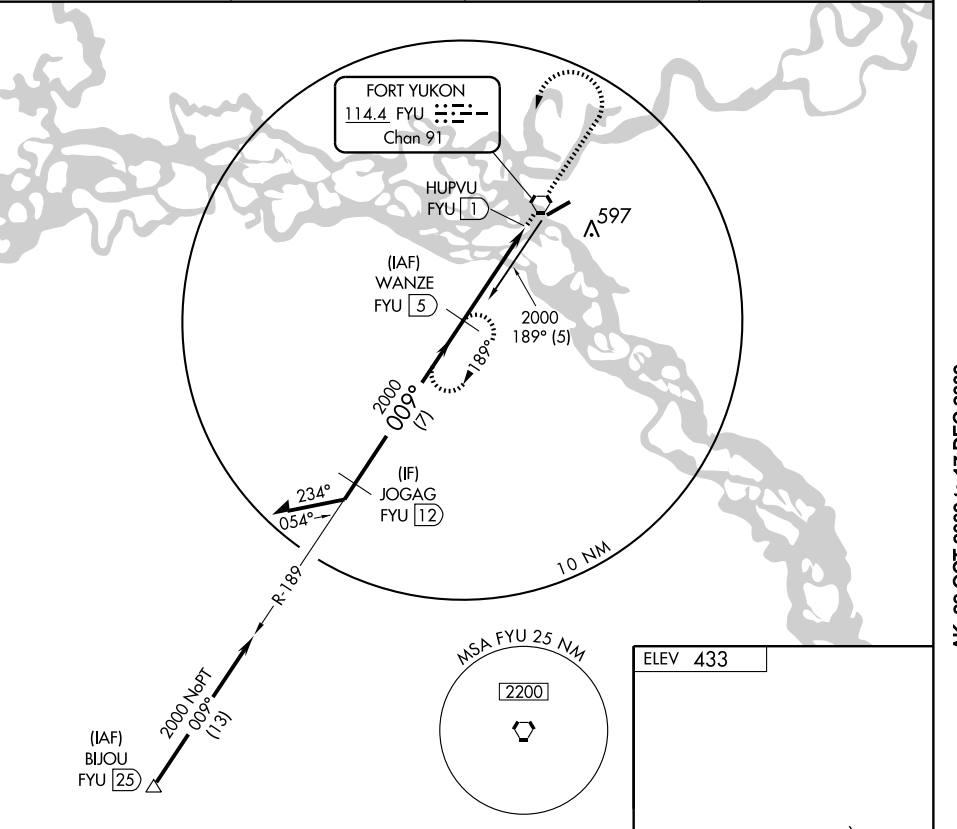


				VGSI and descent angles not coincident		4 NM Holding Pattern		
CATEGORY	A		B		C		D	
LNAB MDA	840-1 407 (500-1)		840-1¼ 407 (500-1¼)					
CIRCLING	860-1 427 (500-1)		900-1 467 (500-1)		900-1½ 467 (500-1½)		1000-2 567 (600-2)	

Circling NA south of Rwy 4-22.

MISSED APPROACH: Climb to 1400, then climbing left turn to 2300 via FYU VORTAC R-189 to WANZE/5 DME and hold.

AWOS-3 125.8	ANCHORAGE CENTER 135.0 225.4	FAIRBANKS RADIO 122.1	CTAF 122.5 0
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Remain within 10 NM

1400

2300

WANZE FYU 5

2000

009°

2000

4 NM

009° to VORTAC

5810 X 150

477±

550±

546

584

MIRL Rwy 4-22 0

CATEGORY	A	B	C	D
CIRCLING	860-1¼ 427 (500-1¼)	900-1¼ 467 (500-1¼)	900-1½ 467 (500-1½)	1000-2 567 (600-2)

VORTAC FYU <u>114.4</u> Chan 91	APP CRS 231°	Rwy Idg 5810 TDZE 433 Apt Elev 433
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VOR/DME or TACAN RWY 22
FORT YUKON (FYU) (PFYU)

T Inoperative table does not apply. Circling NA south of Rwy 4-22. Visibility reduction by helicopters NA.

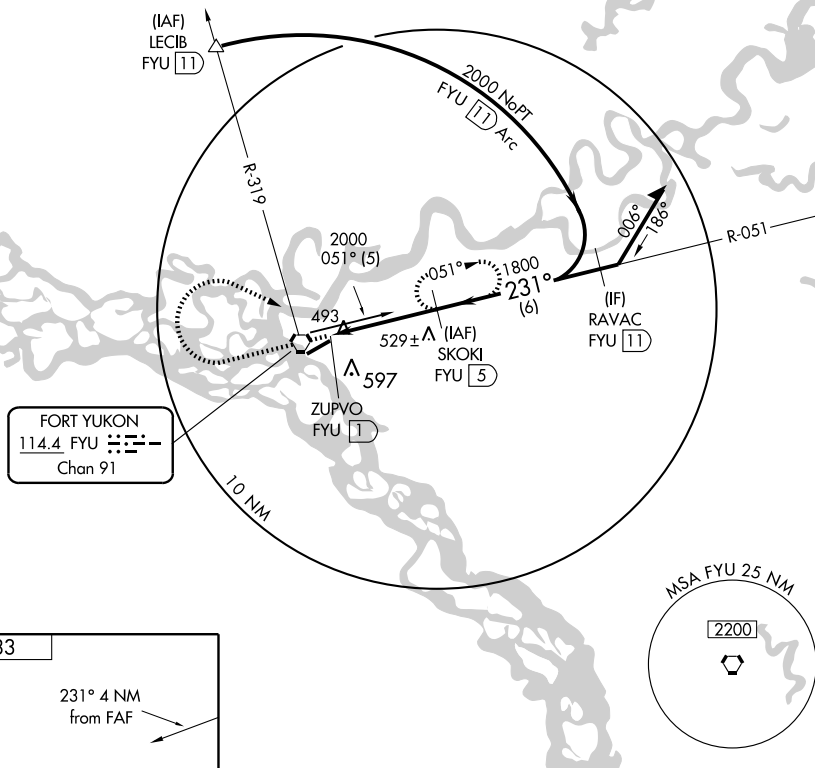
MALSF

MISSED APPROACH: Climb to 2000 then right turn via heading 100° and FYU VORTAC R-051 to SKOKI/5 DME and hold.

AWOS-3
125.8

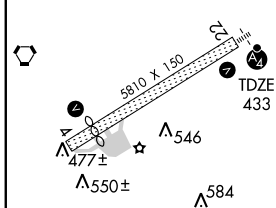
ANCHORAGE CENTER
135.0 225.4

FAIRBANKS RADIO
122.1

CTAF
122.5 **L**

ELEV	433
------	-----

231° 4 NM
from FAF



2000
↑
100°
FYU R-051
114.4
SKOKI FYU 5
SKOKI FYU 5
Remain within 10 NM
VGSJ and descent angles not coincident.

ZUPVO
FYU
1

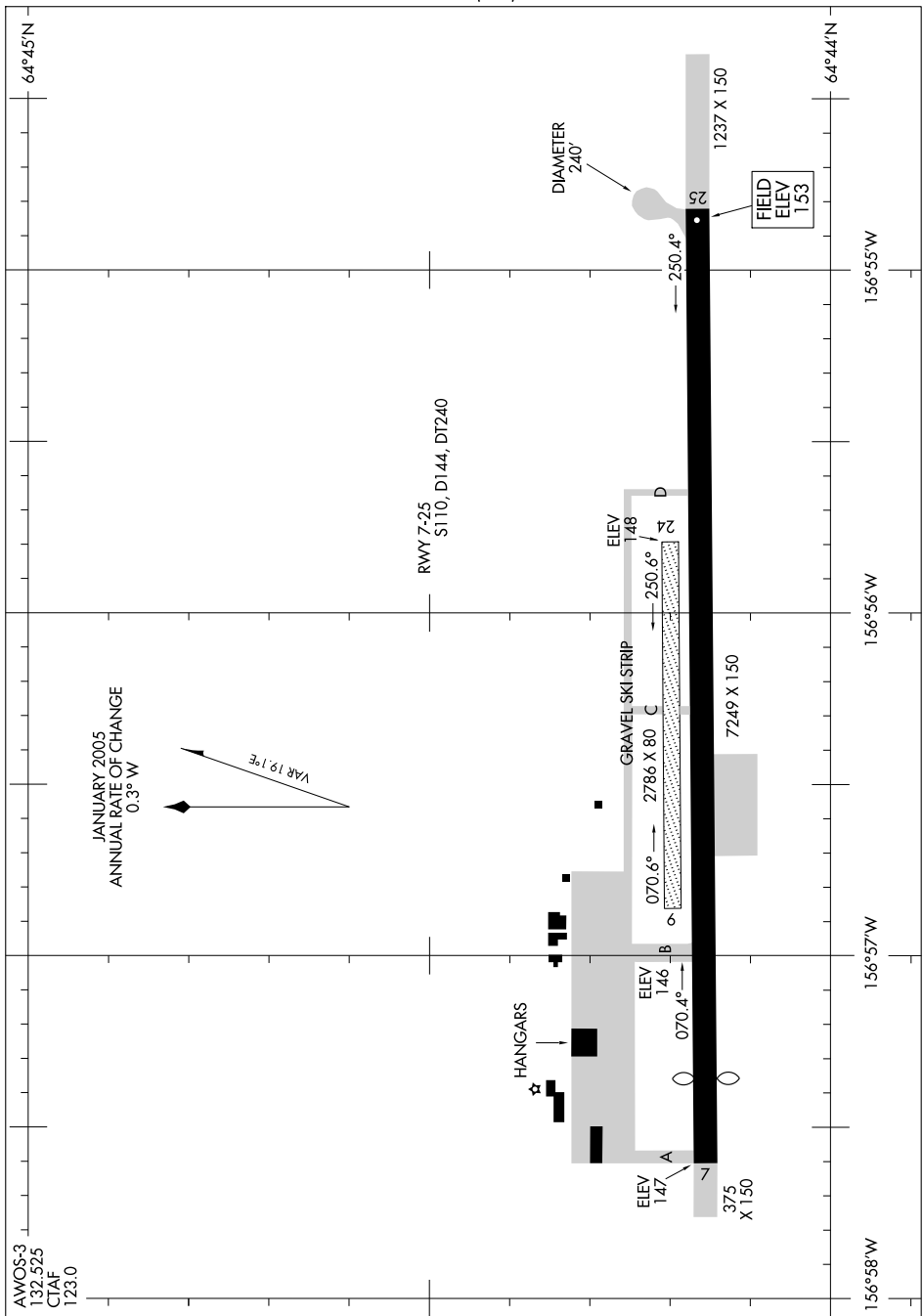
$$\frac{\angle 3.14^\circ}{\text{TCH } 45}$$

1800

CATEGORY	A	B	C	D
S-22	800-1 367 (400-1)			800-1¼ 367 (400-1¼)
CIRCLING	860-1 427 (500-1)	900-1 467 (500-1)	900-1½ 467 (500-1½)	1000-2 567 (600-2)

AIRPORT DIAGRAM

GALENA/EDWARD G. PITKA SR (GAL)(PAGA)
GALENA, ALASKA



AK, 22 OCT 2009 to 17 DEC 2009

VORTAC GAL 114.8 Chan 95	APCH CRS 065°	Rwy Idg 7200 TDZE 149 Arpt Elev 152
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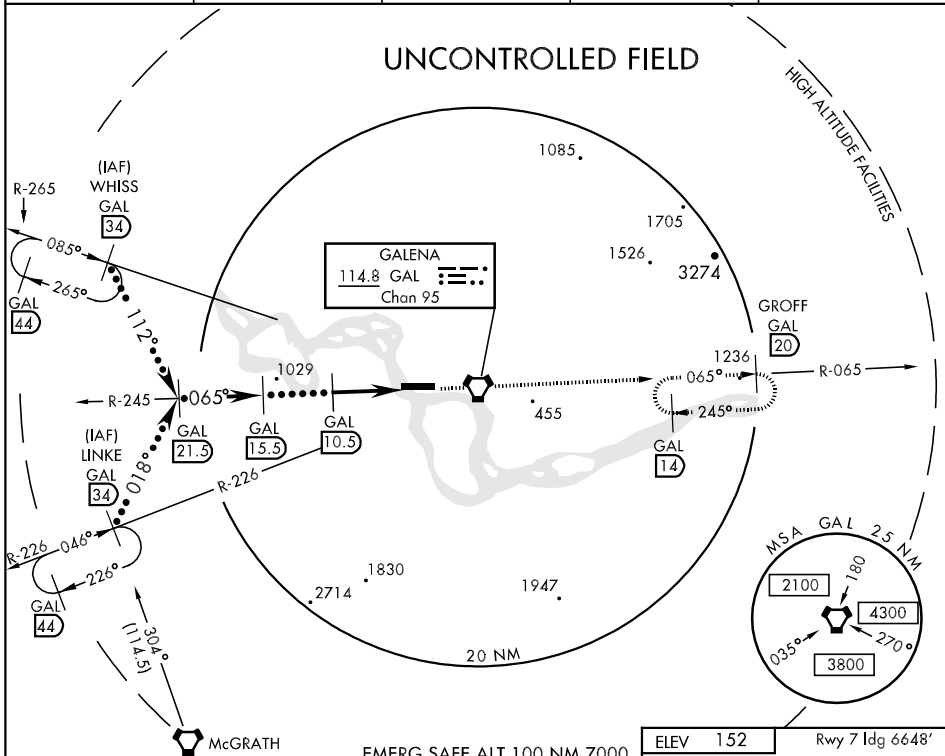
JAL-1229 [USAF]

GALENA/EDWARD G. PITKA SR (PAGA)

CAUTION: Numerous opposite direction operations.

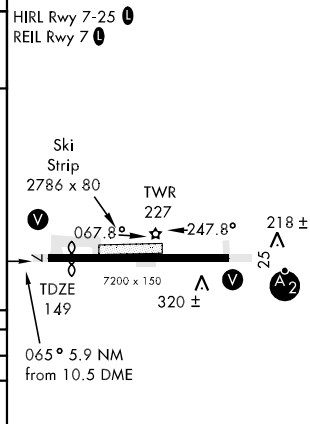
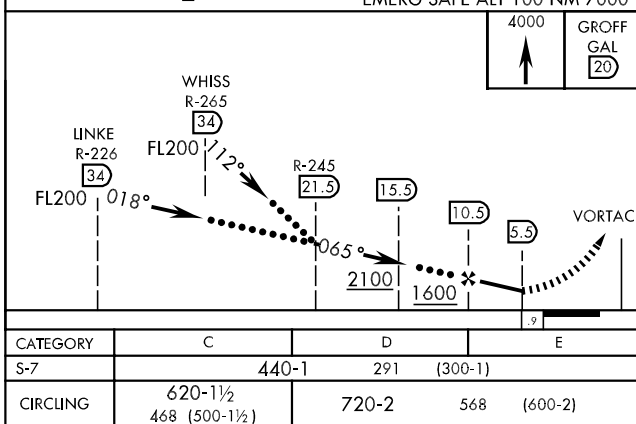
MISSED APPROACH: Climb to 4000 direct to GROFF 20 DME and hold.

ANCHORAGE CENTER 127.0 290.2	CTAF 0 ★ 123.0 352.05	FAIRBANKS RADIO 122.2	MILITARY CONTACT "GALENA OPERATIONS" 391.2	AWOS-3 132.525
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EMERG SAFE ALT 100 NM 7000

ELEV	152	Rwy 7 Idg 6648'
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CATEGORY	C	D	E
S-7	440-1	291 (300-1)	
CIRCLING	620-1½ 468 (500-1½)	720-2	568 (600-2)

GALENA/EDWARD G. PITKA SR (PAGA)

Cat D and E S-25 visibility increased to 1¼ miles for inoperative ALSF-1.
CAUTION: Numerous opposite direction operations.



MISSED APPROACH: At 3.5 DME, climb to 3000 via GAL R-245 to DOWDI 20 DME and hold.

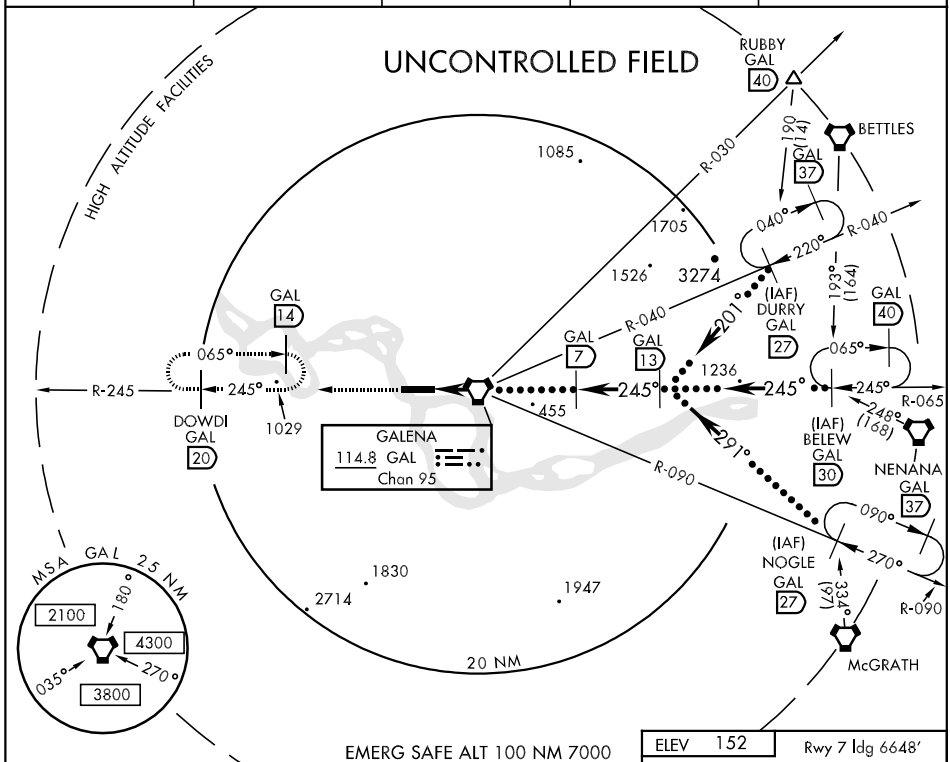
ANCHORAGE CENTER
127.0 290.2

CTAF **L** ★
123.0 352.05

FAIRBANKS RADIO
122.2

MILITARY CONTACT
"GALENA OPERATIONS"
391.2

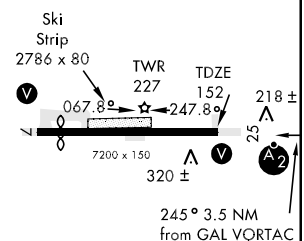
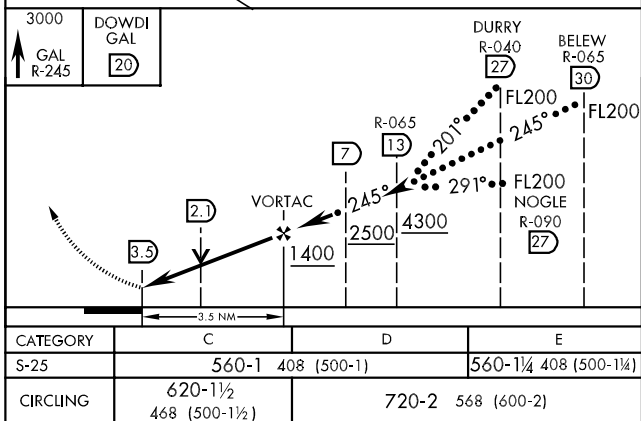
AWOS-3
132.525



EMERG SAFE ALT 100 NM 7000

ELEV	152	Rwy 7 dg 6648
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HIRL Rwy 7-25 **L**
REIL Rwy 7 **L**



GALENA, ALASKA

64°44'N-156°56'W

GALENA/EDWARD G. PITKA SR (PAGA)

Amdt 1 08269

LUNAR/DME TAGANBAY 05

LOC I-GAL <u>109.5</u>	APP CRS 247°	Rwy Idg 7249 TDZE 152 Apt Elev 152
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ILS or LOC/DME RWY 25

GALENA/ EDWARD G. PITKA, SR (GAL)(PAGA)


Inoperative table does not apply to SALSF Rwy 25.

DME from GAL VOR/DME.

Simultaneous reception of I-GAL and GAL DME required.

MISSED APPROACH: Climb to 3000 via GAL VOR/DME

R-245 to DOWDI/GAL 20 DME and hold.

AWOS-3 132.525	ANCHORAGE CENTER 127.0 290.2	FAIRBANKS RADIO 122.2	CTAF 123.0 
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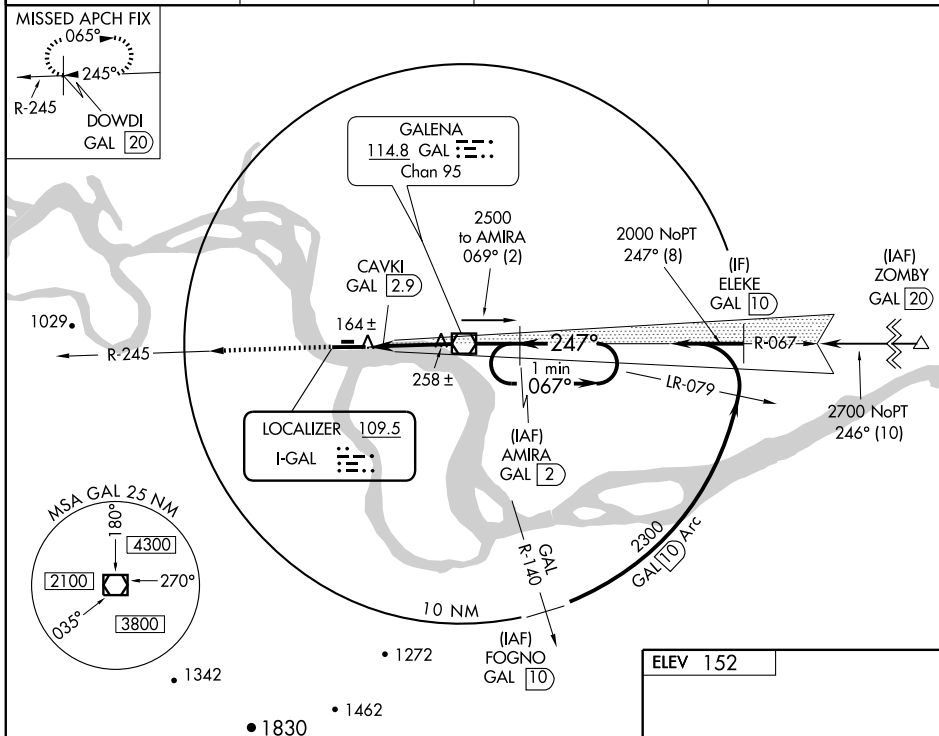
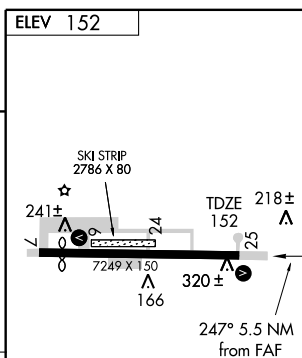


Diagram illustrating the S-ILS 25 approach for runway 25. The diagram shows the approach path, including the 3000 ft DOWDI GAL R-245, the 2.9 NM segment, the 2 NM segment, and the 2000 ft MSL. The diagram also shows the 1360 ft VOR/DME and the 2000 ft MSL. The diagram is labeled 'One Minute Holding Pattern'.

CATEGORY	A	B	C	D
S-ILS 25		402-1	250 (300-1)	
S-LOC 25		480-1	328 (400-1)	
CIRCLING	620-1	468 (500-1)	620-1½ 468 (500-1½)	720-2 568 (600-2)



REIL Rwy 7 **L**
HIRL Rwy 7-25 **L**

WAAS CH 86907 W07A	APP CRS 066°	Rwy Idg 6648 TDZE 150 Apt Elev 153
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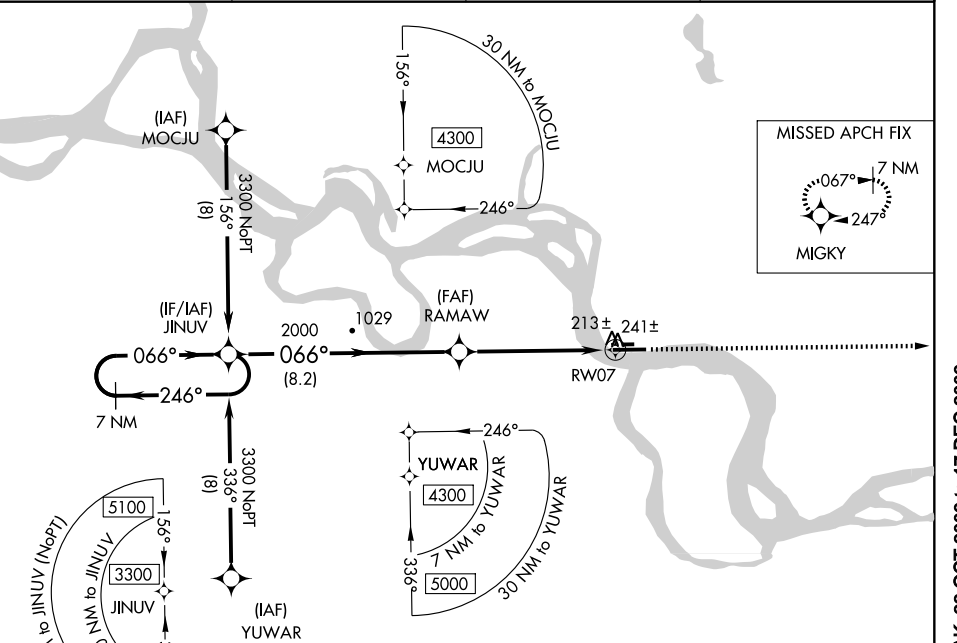
▼

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Ruby altimeter setting. When local altimeter setting not received, use Ruby altimeter setting and increase all DA/MDA 160 feet and all visibilities ¾ mile.

▲

MISSED APPROACH: Climb to 5000 direct MIGKY and hold, continue climb-in-hold to 5000.

AWOS-3 132.525	ANCHORAGE CENTER 127.0 290.2	FAIRBANKS RADIO 122.2	CTAF 123.0 0
--------------------------	--	---------------------------------	------------------------



7 NM Holding Pattern

JINUV

VGSI and RNAV glidepath not coincident.

5000

MIGKY

3300

246°

066°

066°

2000

8.2 NM

5.6 NM

RW07

GS 3.00°

TCH 50

30 NM a JINUV (NoPT)

5100

3300

JINUV

336°

10 NM a JINUV to MOCJU

30 NM to MOCJU

4300

MOCJU

246°

136°

30 NM to YUWAR

4300

5000

YUWAR

246°

336°

7 NM to YUWAR

ELEV 153

218±

241±

24

7249 X 150

320±

25

TDZE 150

166

066° to RW07

SK1 STRIP 2786 X 80

CATEGORY	A	B	C	D	E
LPV DA	403-1		253 (300-1)		
LNAV/VNAV DA	473-1		323 (400-1)		473-1½ 323 (400-1½)
LNAV MDA	500-1 350 (400-1)		500-1½ 350 (400-1½)		
CIRCLING	620-1 467 (500-1)		620-1½ 467 (500-1½)		720-2 567 (600-2)

REIL Rwy 7 0

HIRL Rwy 7-25 0

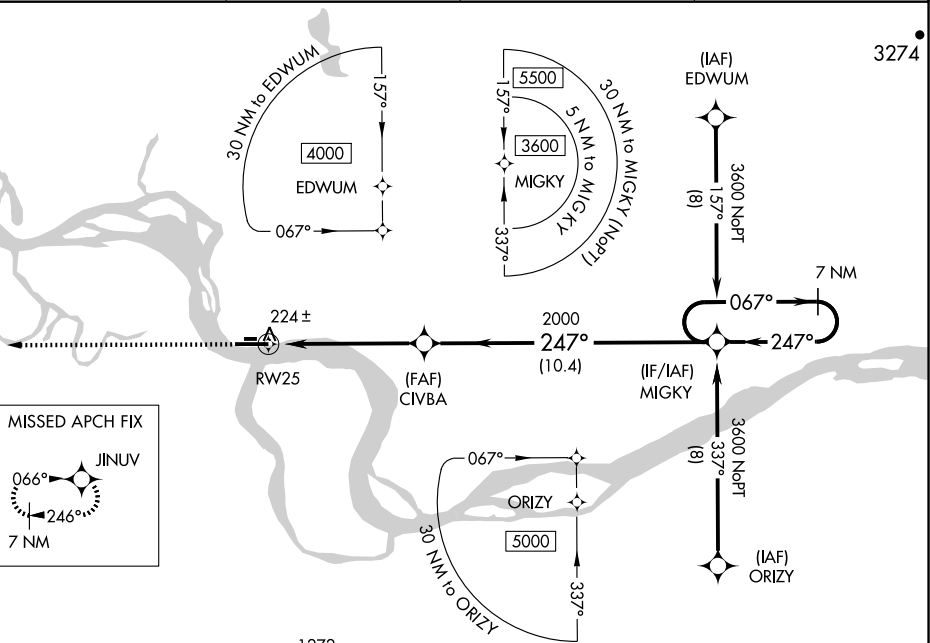
WAAS CH 77707 W25A	APP CRS 247°	Rwy Idg 7249 TDZE 153 Apt Elev 153
--	------------------------	---

RNAV (GPS) RWY 25
GALENA/EDWARD G. PITKA SR (GAL)(PAGA)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Ruby altimeter setting. When local altimeter setting not received, use Ruby altimeter setting and increase all DA/MDA 160 feet and all visibilities ½ mile. Inoperative table does not apply.

MISSED APPROACH:
Climb to 5000 direct JINUV and hold, continue climb-in-hold 5000.

AWOS-3 132.525	ANCHORAGE CENTER 127.0 290.2	FAIRBANKS RADIO 122.2	CTAF 123.0 ⓪
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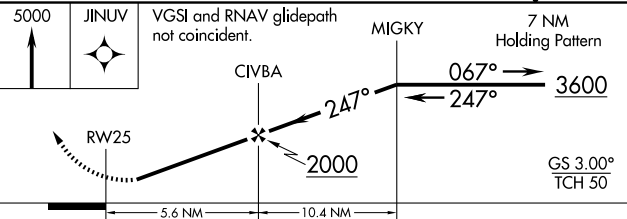
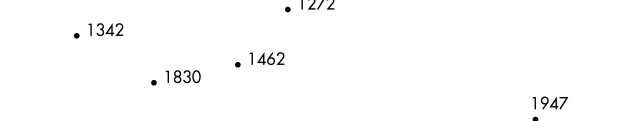


MISSED APCH FIX

JINUV

066°
246°

7 NM



CATEGORY	A	B	C	D	E
LPV DA	424-1		271 (300-1)		
LNAV/VNAV DA	502-1¼		349 (400-1¼)		
LNAV MDA	580-1 427 (500-1)		580-1¼ 427 (500-1¼)	580-1½ 427 (500-1½)	
CIRCLING	620-1 467 (500-1)		620-1½ 467 (500-1½)	720-2 567 (600-2)	

ELEV 153

TDZE 153

218±

241±

24

25

218±

247° to RW25

320±

7249 X 150

166

SKI STRIP 2786 X 80

REIL Rwy 7 **⓪**

HIRL Rwy 7-25 **⓪**

VORTAC GAL 114.8 Chan 95	APP CRS 065°	Rwy Idg 6648 TDZE 149 Apt Elev 152
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VOR/DME or TACAN RWY 7
GALENA/EDWARD G. PITKA SR (GAL)(PAGA)

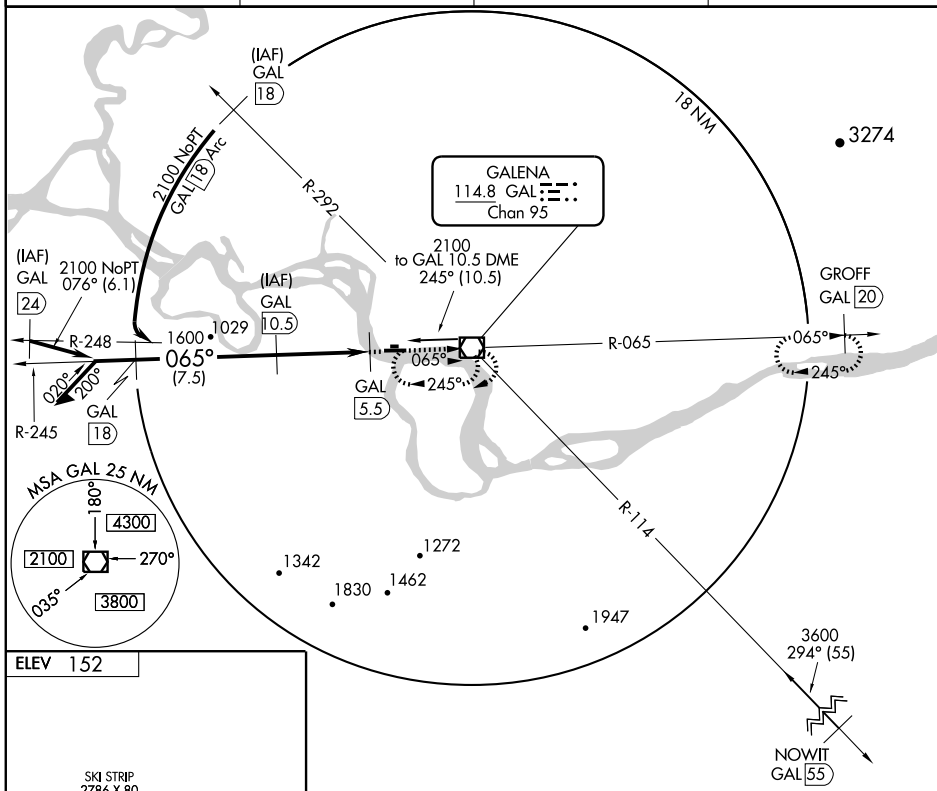
MISSED APPROACH: Climb direct GAL VOR/DME, then climbing right turn to 3000 in GAL holding pattern. (TACAN equipped aircraft climb to 4000 direct to GROFF 20 DME and hold SW. RT. 065° inbound.)

AWOS-3
132.525

ANCHORAGE CENTER
127.0 290.2

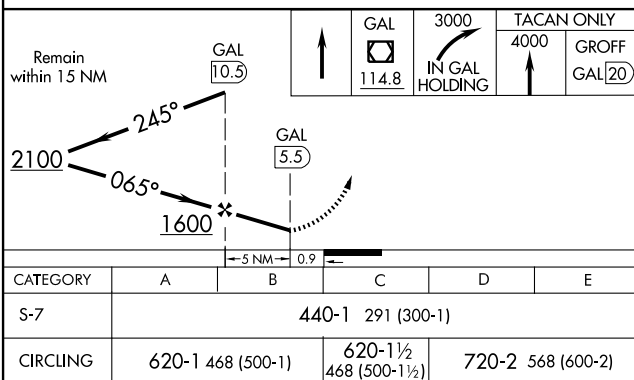
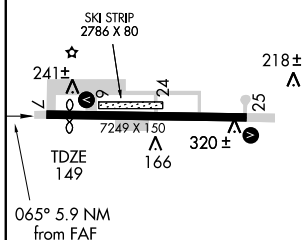
FAIRBANKS RADIO
122.2

CTAF
123.0 **L**



AK. 22 OCT 2009 to 17 DEC 2009

ELEV	152
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REIL Rwy 7 **L**
HIRL Rwy 7-25 **L**

VOR RWY 25

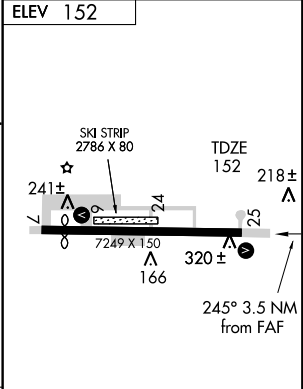
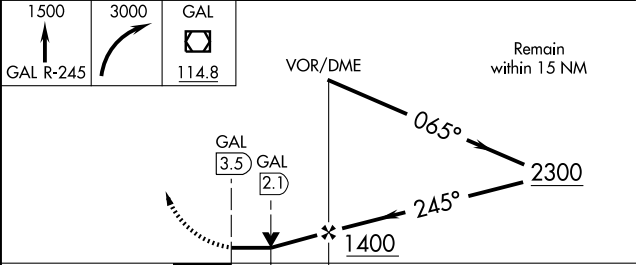
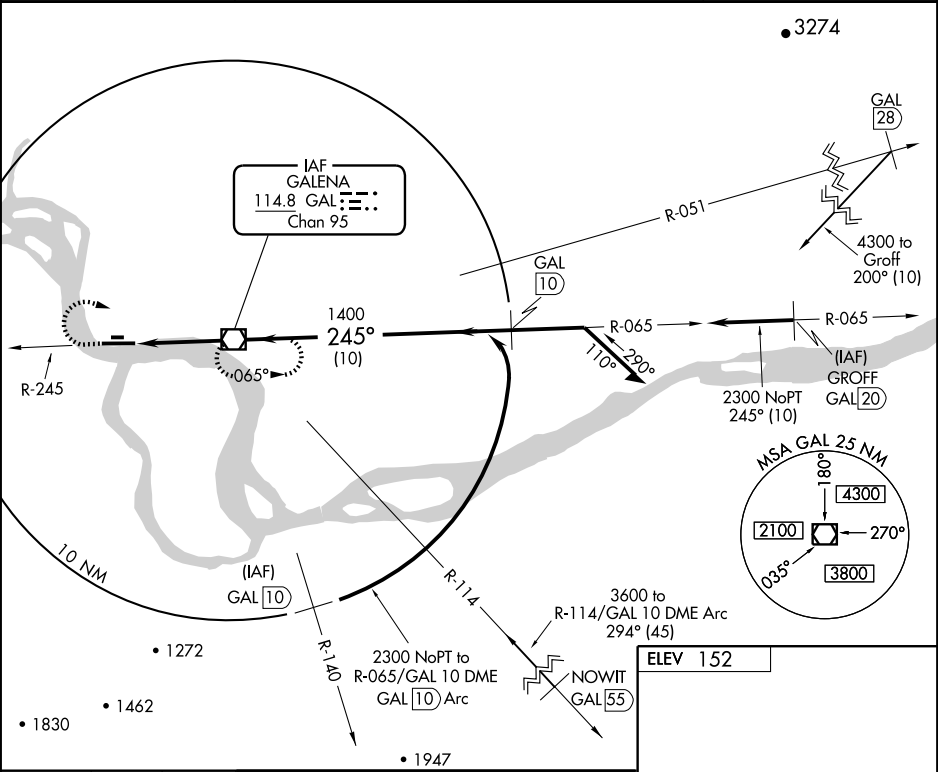
GALENA/EDWARD G. PITKA SR (GAL)(PAGA)

VORTAC GAL	APP CRS	Rwy Idg	7249
114.8	245°	TDZE	152
Chan 95		Apt Elev	152

Inoperative table does not apply.

MISSED APPROACH: Climb to 1500 on GAL R-245, then climbing right turn to 3000 direct to GAL VOR/DME and hold.

AWOS-3	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
132.525	127.0 290.2	122.2	123.0



CATEGORY	A	B	C	D	E
S-25	560-1 408 (500-1)		560-1¼ 408 (500-1¼)		NA
CIRCLING	620-1 468 (500-1)		620-1½ 468 (500-1½)	720-2 568 (600-2)	

REIL Rwy 7 0					
HIRL Rwy 7-25 0					
FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

▼

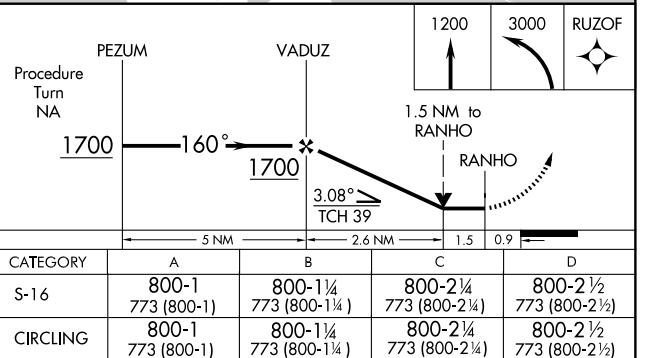
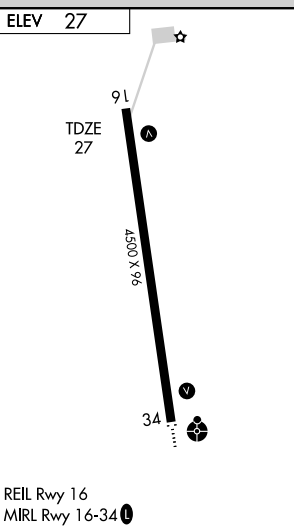
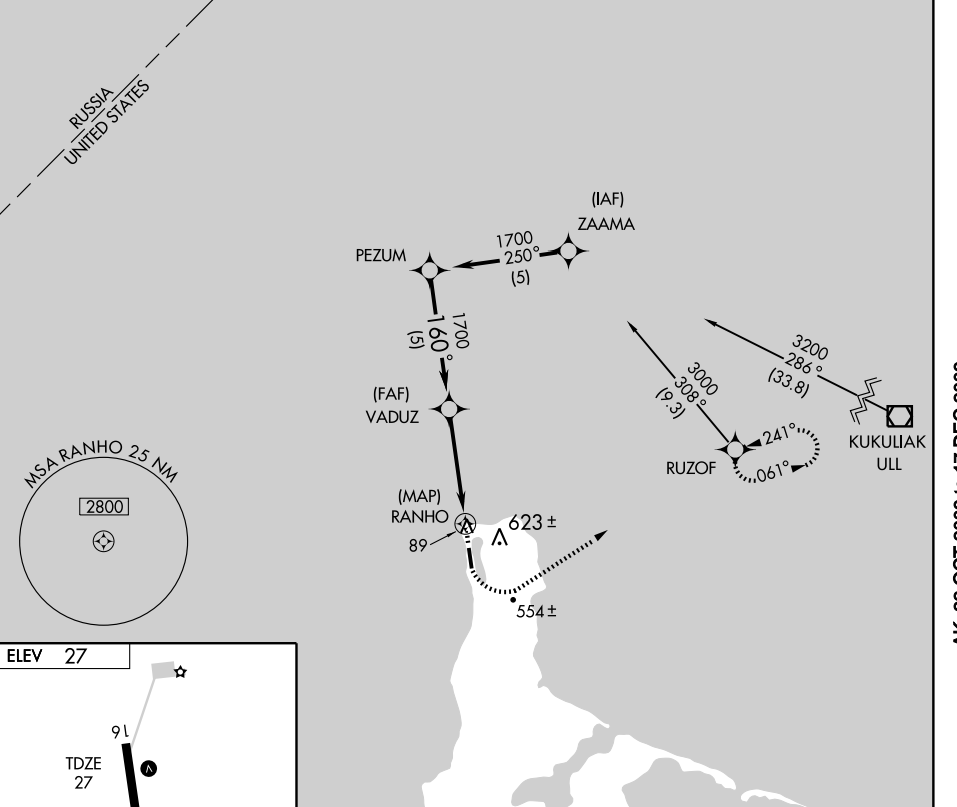
▲ NA

Circling not authorized northeast of Rwy 16-34.

MISSED APPROACH:

Climb to 1200, then climbing left turn to 3000 direct RUZOF WP and hold.

AWOS-3 125.9	ANCHORAGE CENTER 132.2 281.4	NOME RADIO 122.0	CTAF 122.7 0 *
-----------------	---------------------------------	---------------------	-------------------



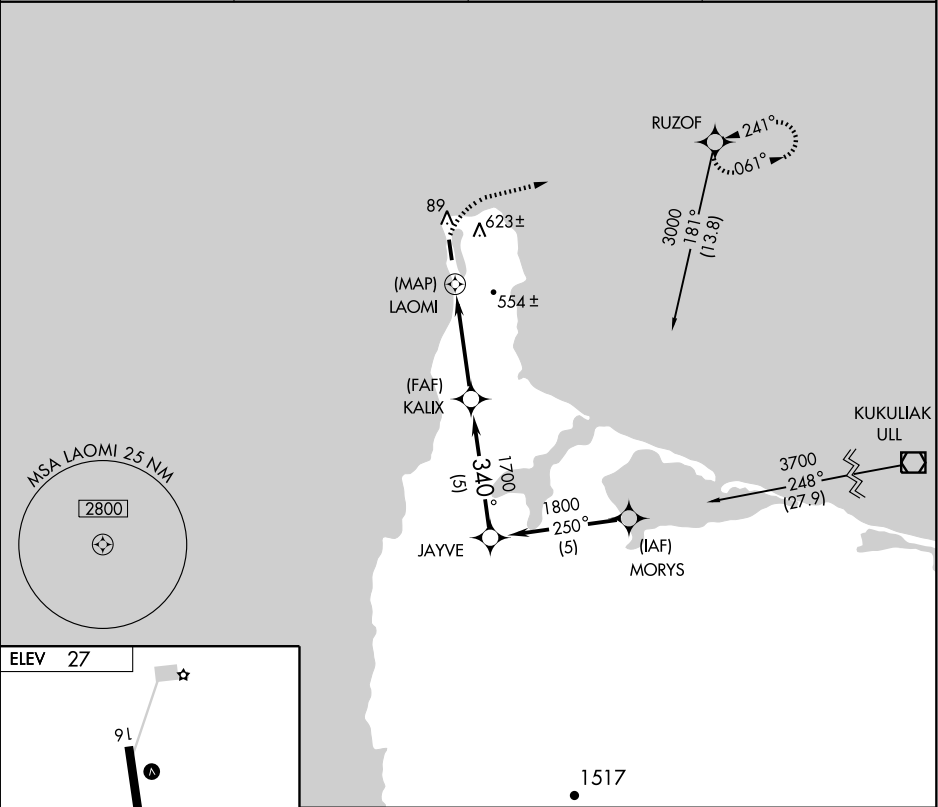
AK. 22 OCT 2009 to 17 DEC 2009






GPS RWY 34
GAMBELL(GAM)(PAGM)




APP CRS	Rwy Idg	4500
340°	TDZE	26
	Apt Elev	27

 Circling not authorized northeast of Rwy 16-34.	ODALS 	MISSED APPROACH: Climb to 1200, then climbing right turn to 3000 direct RUZOF WP and hold.
---	--	--

AWOS-3 125.9	ANCHORAGE CENTER 132.2 281.4	NOME RADIO 122.0	CTAF 122.7  *
-----------------	---------------------------------	---------------------	---



ELEV 27	
9L	
4500 x 96	
TDZE 26	
34	
REIL Rwy 16	
MIRL Rwy 16-34 	

1200	3000	RUZOF
		
1.3 NM to LAOMI		
LAOMI	KALIX	JAYVE
1700	1700	1800
3.08°		
TCH 39°		
0.9	1.3	2.8 NM
5 NM		
Procedure Turn NA		

CATEGORY	A	B	C	D
S-34	780-1 754 (800-1)	780-1¼ 754 (800-1¼)	780-2¼ 754 (800-2¼)	780-2½ 754 (800-2½)
CIRCLING	780-1 753 (800-1)	780-1¼ 753 (800-1¼)	780-2¼ 753 (800-2¼)	780-2½ 753 (800-2½)

NDB/DME GAM	APP CRS	Rwy Idg 4500
<u>369</u>	341°	TDZE 26
Chan 92 (114.5)		Apt Elev 27

NDB/DME RWY 34
GAMBELL(GAM)(PAGM)

T	Circling NA northeast of Rwy 16-34.
A	

ODALS

MISSED APPROACH: Climb to 3000 direct GAM NDB/DME and in GAM NDB/DME holding pattern.

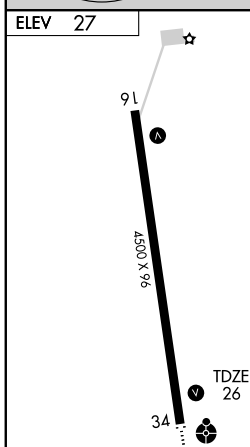
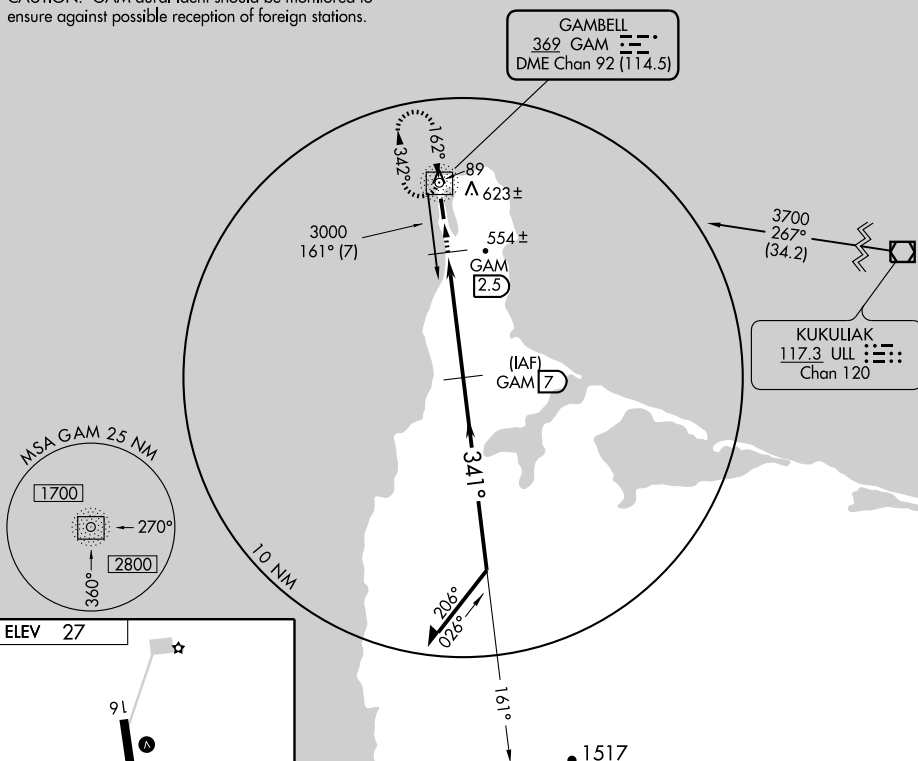
AWOS-3
125.9

ANCHORAGE CENTER
132.2 281.4

NOME RADIO
122.0

CTAF
122.7 **L** ★

CAUTION: GAM aural ident should be monitored to ensure against possible reception of foreign stations.



REIL Rwy 16

MIRL Rwy 16-34 **L**

CATEGORY	A	B	C	D
S-34	860-1 ½ 834 (900-1 ½)		860-2 ½ 834 (900-2 ½)	860-2 ¾ 834 (900-2 ¾)
CIRCLING	860-1 ½ 833 (900-1 ½)		860-2 ½ 833 (900-2 ½)	860-2 ¾ 833 (900-2 ¾)

NDB/DME GAM <u>369</u> Chan 92 (114.5)	APP CRS 162°	Rwy Idg 4500 TDZE 27 Apt Elev 27
---	------------------------	---

NDB RWY 16
GAMBELL(GAM)(PAGM)

T
A Circling NA northeast of Rwy 16-34.

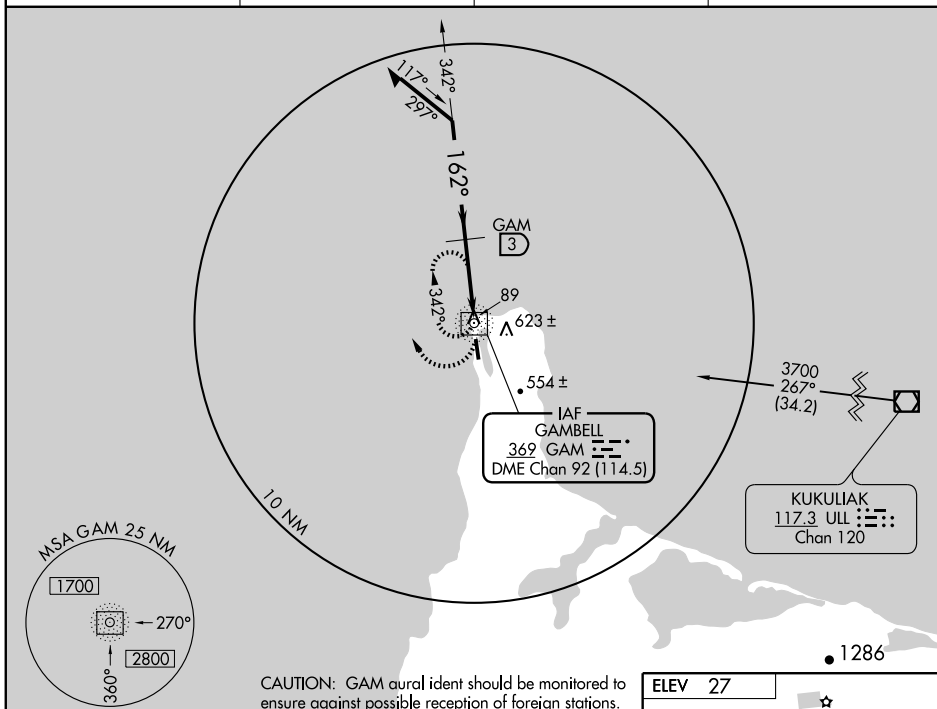
MISSED APPROACH: Climbing right turn to 3000 in GAM NDB/DME holding pattern.

AWOS-3
125.9

ANCHORAGE CENTER
132.2 281.4

NOME RADIO
122.0

CTAF
122.7 **L** ★



CAUTION: GAM aural ident should be monitored to ensure against possible reception of foreign stations.

Remain
within 10 NM

NDB/DME

3000

GAM
369

1800

3

980

3 NM 0.6

06

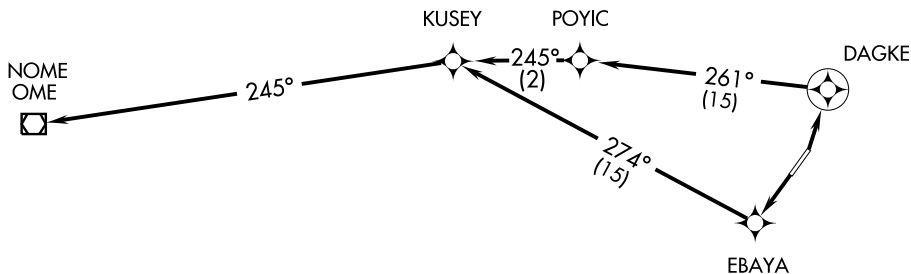
CATEGORY	A	B	C	D
S-16	980-1¼ 953 (1000-1¼)	980-1½ 953 (1000-1½)	980-3	953 (1000-3)
CIRCLING	980-1¼ 953 (1000-1¼)	980-1½ 953 (1000-1½)	980-3	953 (1000-3)
DME MINIMUMS				
S-16	920-1¼	893 (900-1¼)	920-2¾ 893 (900-2¾)	920-3 893 (900-3)
CIRCLING	920-1¼	893 (900-1¼)	920-2¾ 893 (900-2¾)	920-3 893 (900-3)

ELEV 27

REIL Rwy 16
MIRL Rwy 16-34 **L**

NOME ONE DEPARTURE (RNAV) (OBSTACLE)

AWOS-3
135.75
CTAF 122.9



NOTE: GPS Required
NOTE: RNAV 1

TAKE-OFF MINIMUMS:

Rwy 02: Standard with minimum climb of 260' per NM to 1200.

Rwy 20: Standard.

TAKE-OFF OBSTACLE NOTES:

Rwy 02: Multiple trees beginning 100' from departure end of runway, 454' left of centerline, up to 30' AGL/55' MSL. Multiple trees beginning 1.8 NM from departure end of runway, 3200' right of centerline, up to 30' AGL/379' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DISCRIPTION

TAKE-OFF RUNWAY 02: Climb direct DAGKE, then left turn via 261° track to POYIC, then via 245° track to KUSEY, thence

TAKE-OFF RUNWAY 20: Climb direct EBAYA, then via 274° track to KUSEY, thence

. . . . Proceed via 245° track to OME VORTAC, maintain 5000.

APP CRS	Rwy Idg	N/A
110°	TDZE	N/A
	Apt Elev	59

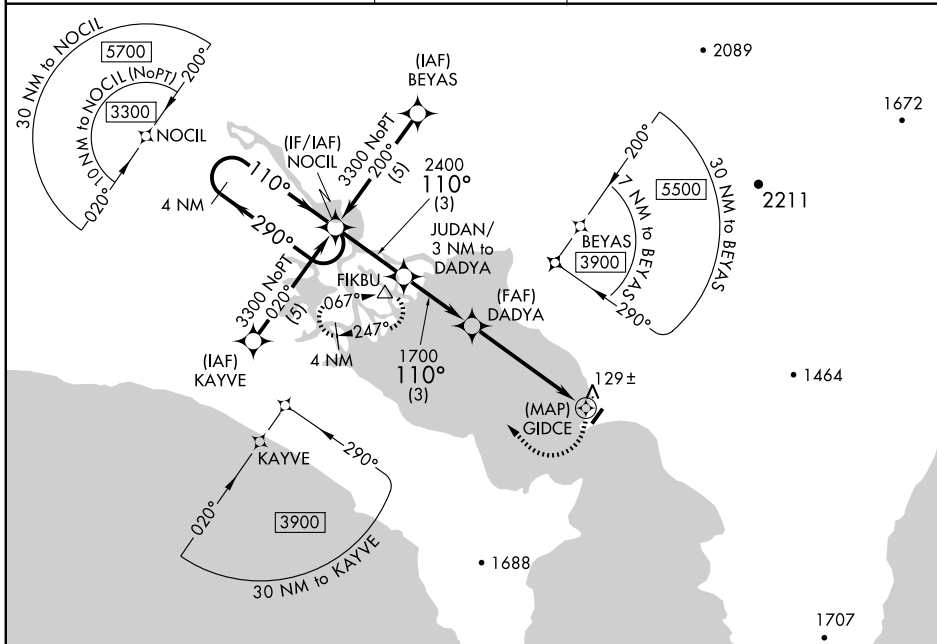
RNAV (GPS)-A
GOLOVIN (GLV) (PAGL)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 5000 direct FIKBU and hold, continue climb-in-hold to 5000.

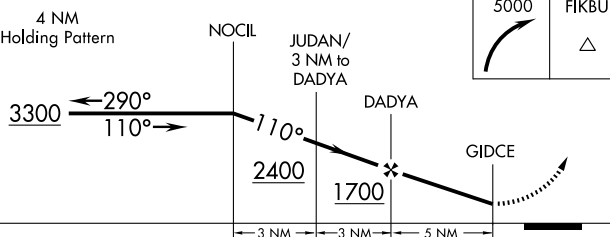
AWOS-3
135.75

ANCHORAGE CENTER
133.3 290.4

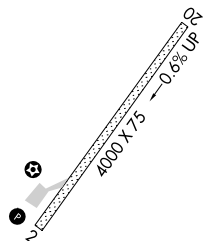
CTAF
122.9 **L**

AK. 22 OCT 2009 to 17 DEC 2009

4 NM
Holding Pattern



ELEV 59




CATEGORY	A	B	C	D
CIRCLING	480-1 421 (500-1)	540-1 481 (500-1)	680-1 $\frac{3}{4}$ 621 (700-1 $\frac{3}{4}$)	NA

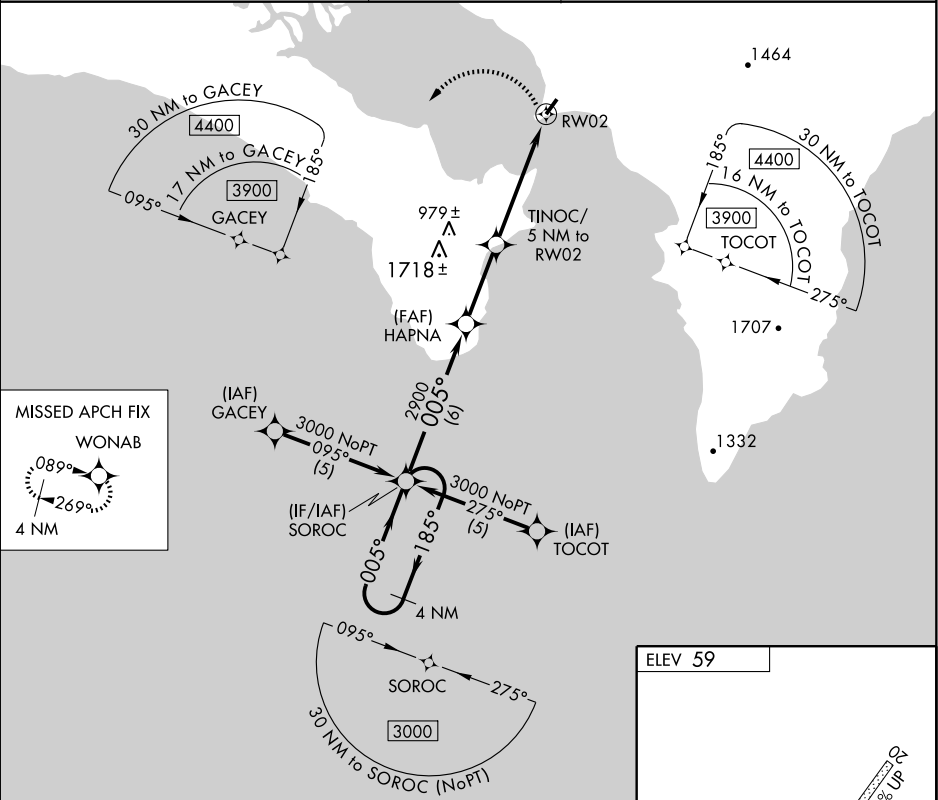
MIRL Rwy 02-20 **L**

APP CRS	Rwy Idg	4000
005°	TDZE	59
	Apt Elev	59

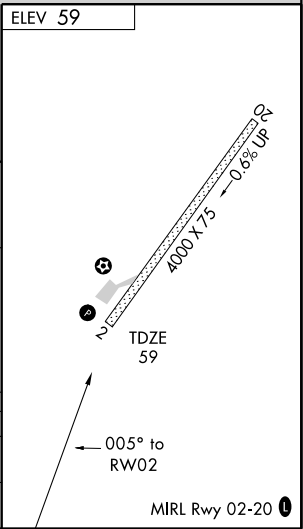
RNAV (GPS) RWY 2
GOLOVIN (GLV) (PAGL)

 DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing left turn to 3000 direct WONAB and hold.
---	--

AWOS-3 135.75	ANCHORAGE CENTER 133.3 290.4	CTAF 122.9 
------------------	---------------------------------	---



4 NM Holding Pattern				
SOROC				
HAPNA				
TINOC/ 5 NM to RW02				
3000				
WONAB				
VGSi and descent angles not coincident.				
6 NM				
3 NM				
3.8 NM				
1.2				
CATEGORY	A	B	C	D
LNAV MDA	460-1	401 (400-1)	460-1¼ 401 (400-1¼)	NA
CIRCLING	480-1 421 (500-1)	540-1 481 (500-1)	680-1¾ 621 (700-1¾)	NA



WAAS
CH 56307
W15A

APP CRS
148°

Rwy Idg	5001
TDZE	1586
Apt Elev	1586

RNAV (GPS) RWY 15

GULKANA (GKN) (PAGK)



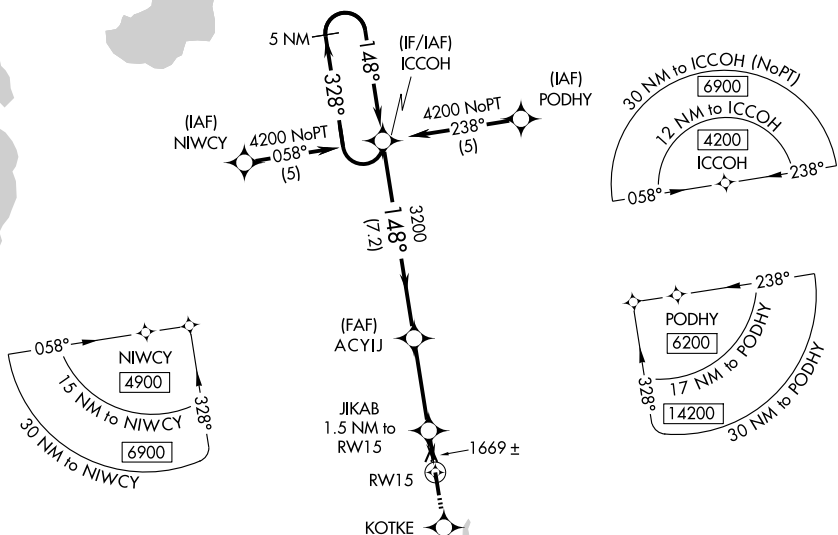
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-18°F) or above 45°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, procedure NA.



MISSED APPROACH: Climb to 5000
direct KOTKE and via 162° track to
RIVVA and hold.

ASOS
134.85

ANCHORAGE CENTER
119.5 317.5

CTAF
122.9 **L**

3017

AK. 22 OCT 2009 to 17 DEC 2009

ELEV 1586

TDZE
1586

← 148° to
RW15

MISSED APCH FIX

5 NM
Holding Pattern


COH



KOTI

162

RIVVA

4200 

GS 3.00°
TCH 50

tern ICCOH

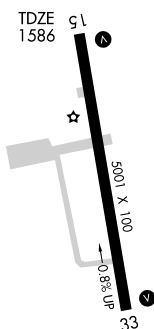
COH

JIKAB
1.5 NM
to RW15

*0.5

2100

* LNAV only

MIRL Rwy 15-33 **L**

CATEGORY	A	B	C	D
LPV DA	1918-1¼		332 (400-1¼)	
LNAV/ VNAV DA	1952-1¼		366 (400-1¼)	
LNAV MDA	1920-1 334 (400-1)			
CIRCLING	1980-1 394 (400-1)	2040-1 454 (500-1)	2040-1½ 454 (500-1½)	2140-2 554 (600-2)

WAAS CH 42507 W33A	APP CRS 328°	Rwy Idg TDZE Apt Elev 5001 1573 1586
--	------------------------	--

RNAV (GPS) RWY 33

GULKANA (GKN) (PAGK)

▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-18°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, procedure NA.

W

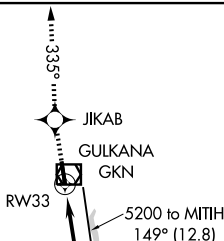
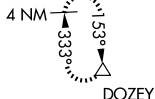
MISSED APPROACH: Climb to 4000 direct JIKAB and via 335° track to DOZEY and hold.

ASOS
134.85

ANCHORAGE CENTER
119.5 317.5

CTAF
122.9

MISSED APCH FIX



(FAF)
YEYGI

(6.6)

(IF/IAF)
MITIH

CEMOP

HOXOG

5200 NoPT

353° (5)

7000

353° (7.8)

• 3850

(IAF)
KLUNG

4465

6800

019° (9.8)

• 4298

7000 to KLUNG

14° (24.2)

• 3800

SMOKY

7000 to KLUNG

14° (24.2)

• 3800

4298

• 3800

• 3800

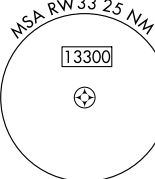
• 3800

• 3800

• 3800

• 3800

• 3800



ELEV 1586

5 NM Holding Pattern

148°

328°

5200

GS 3.00°

TCH 50

328°

3500

1 NM

4.9 NM

6.6 NM

328°

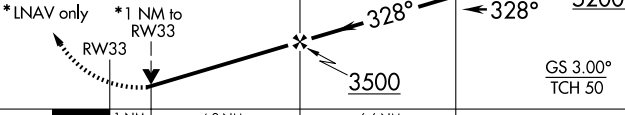
3500

328°

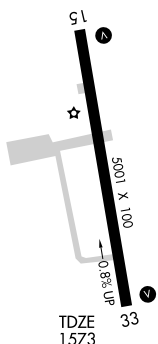
3500

328°

3500



CATEGORY	A	B	C	D
LPV DA	1890-1¼	317 (400-1¼)		
LNAV/VNAV DA	1908-1¼	335 (400-1¼)		
LNAV MDA	1900-1	327 (400-1)		
CIRCLING	1980-1 394 (400-1)	2040-1 454 (500-1)	2040-1½ 454 (500-1½)	2140-2 554 (600-2)



TDZE 1573

328° to RWY 33

Δ 1638 ±

MIRL Rwy 15-33

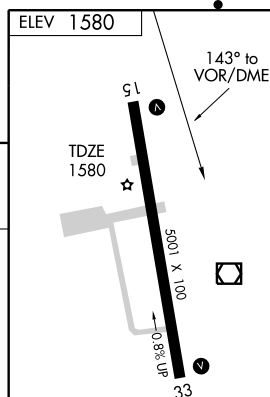
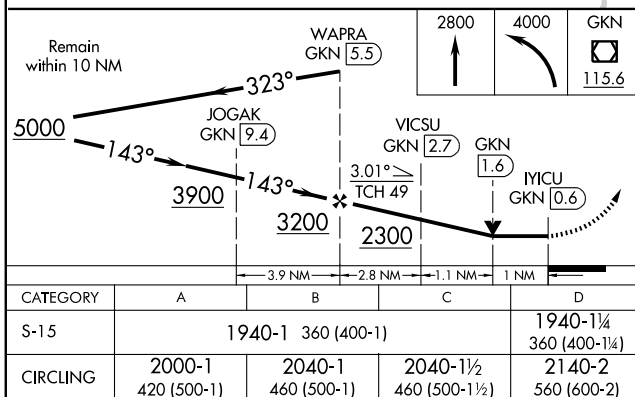
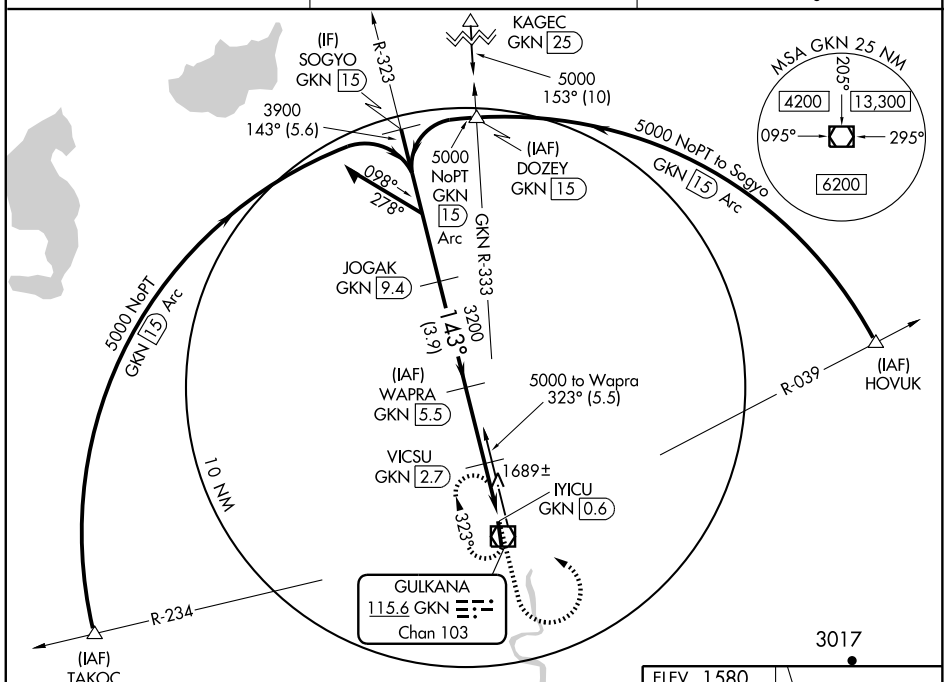
VOR/DME GKN	APP CRS	Rwy Idg	5001
115.6	143°	TDZE	1580
Chan 103		Apt Elev	1580

MISSED APPROACH: Climb to 2800 then climbing left turn to 4000 direct GULKANA VOR/DME and hold, continue climb-in-hold to 4000.

ASOS
134.85

ANCHORAGE CENTER
119.5 317.5

CTAF
122.9



MIRL Rwy 15-33

AL-1220 (FAA)

VOR/DME GKN <u>115.6</u> Chan 103	APP CRS 335°	Rwy Idg 5001 TDZE 1566 Apt Elev 1580
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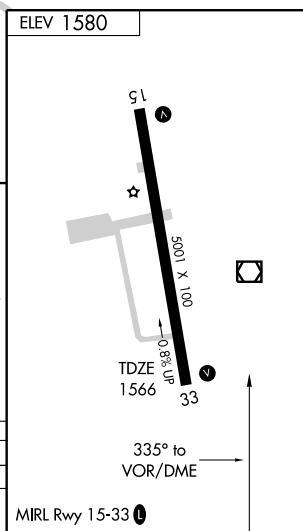
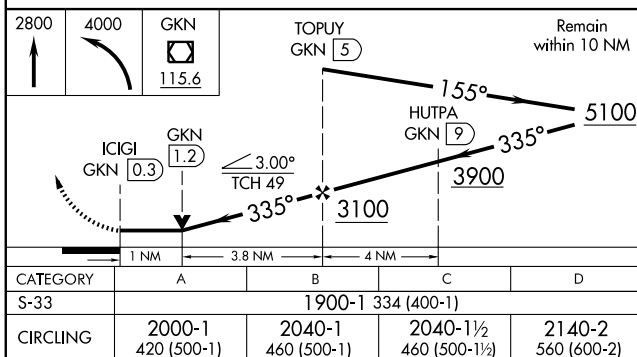
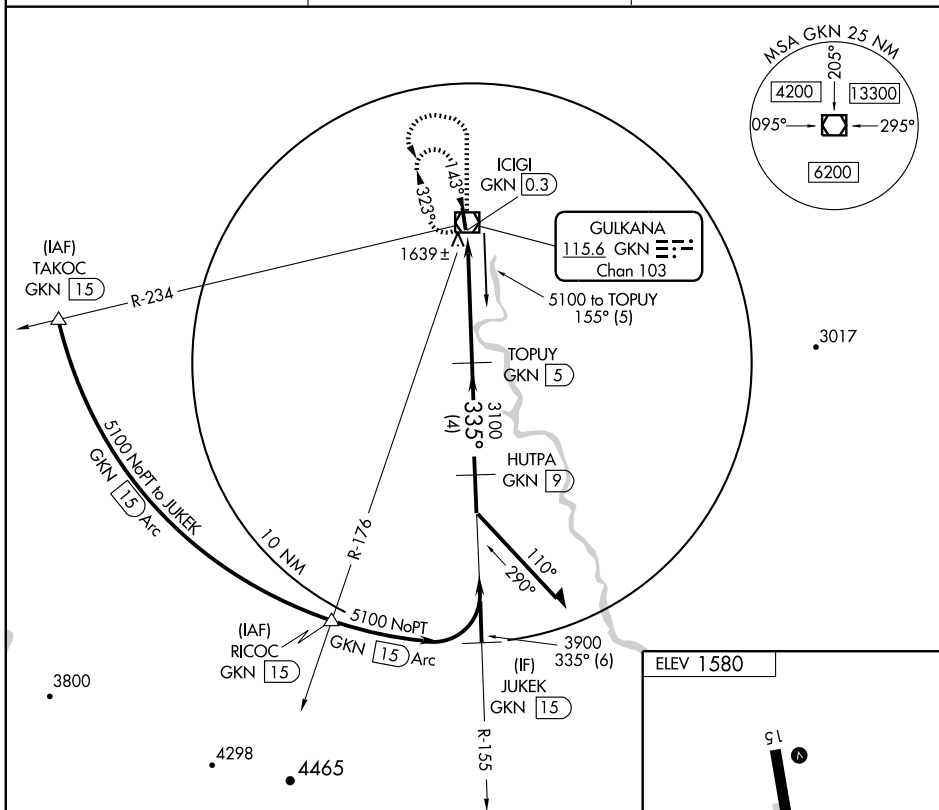
VOR/DME RWY 33
GULKANA (GKN) (PAGK)

MISSSED APPROACH: Climb to 2800 then climbing left turn to 4000 direct GULKANA VOR/DME and hold, continue climb-in-hold to 4000.

ASOS
134.85

ANCHORAGE CENTER
119.5 317.5

CTAF
122.9 **L**



AK. 22 OCT 2009 to 17 DEC 2009

Procedure not authorized at night.

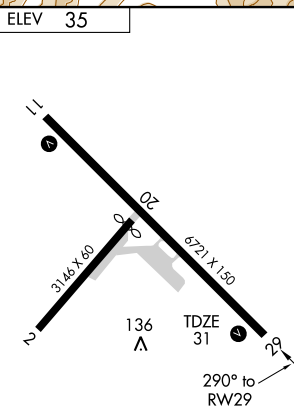
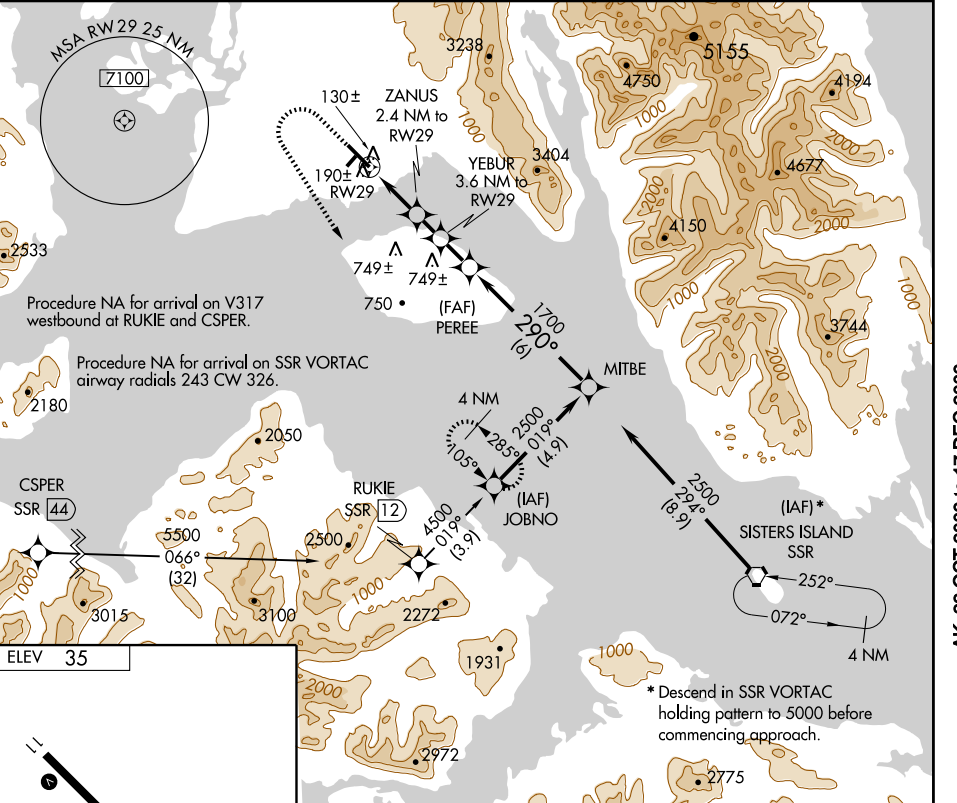
Circling not authorized NE of Rwy 11-29.

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 800, then climbing left turn to 4000

direct JOBNO and hold.

AWOS-3	ANCHORAGE CENTER	JUNEAU RADIO	CTAF
125.9	133.2 360.65	122.65	122.5 0



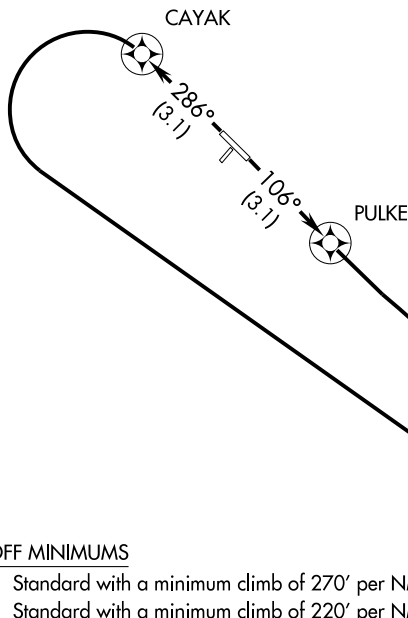
CATEGORY	A	B	C	D
LNNAV MDA	500-1 469 (500-1)	500-1 469 (500-1 1/4)	500-1 469 (500-1 1/4)	500-1 1/2 469 (500-1 1/2)
CIRCLING	560-1 525 (600-1)	560-1 525 (600-1 1/2)	560-1 525 (600-1 1/2)	600-2 565 (600-2)

MRL Rwy 11-29

REIL Rwy 11 and 29

SISTERS ONE DEPARTURE (RNAV)

ANCHORAGE CENTER
133.2 360.65
JUNEAU RADIO
122.65
CTAF
122.5

DEPARTURE OBSTACLES

Rwy 11: 747' MSL tree.
Rwy 29: 1914' MSL tree.

TAKE-OFF MINIMUMS

Rwy 11: Standard with a minimum climb of 270' per NM to 5400.
Rwy 29: Standard with a minimum climb of 220' per NM to 5400.
Rwy 2, 20: NA - Rwy limitations.

NOTE:

1. GPS Required
2. RNAV 1


SISTERS ISLAND
SSR

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climb via 106° course to PULKE WP, then climbing right turn to 6000 or assigned altitude direct SSR VORTAC. . . .

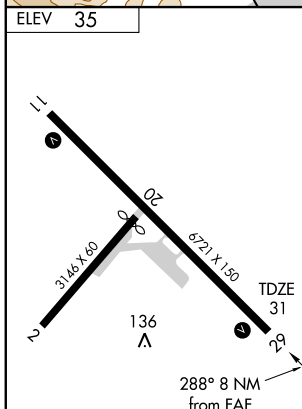
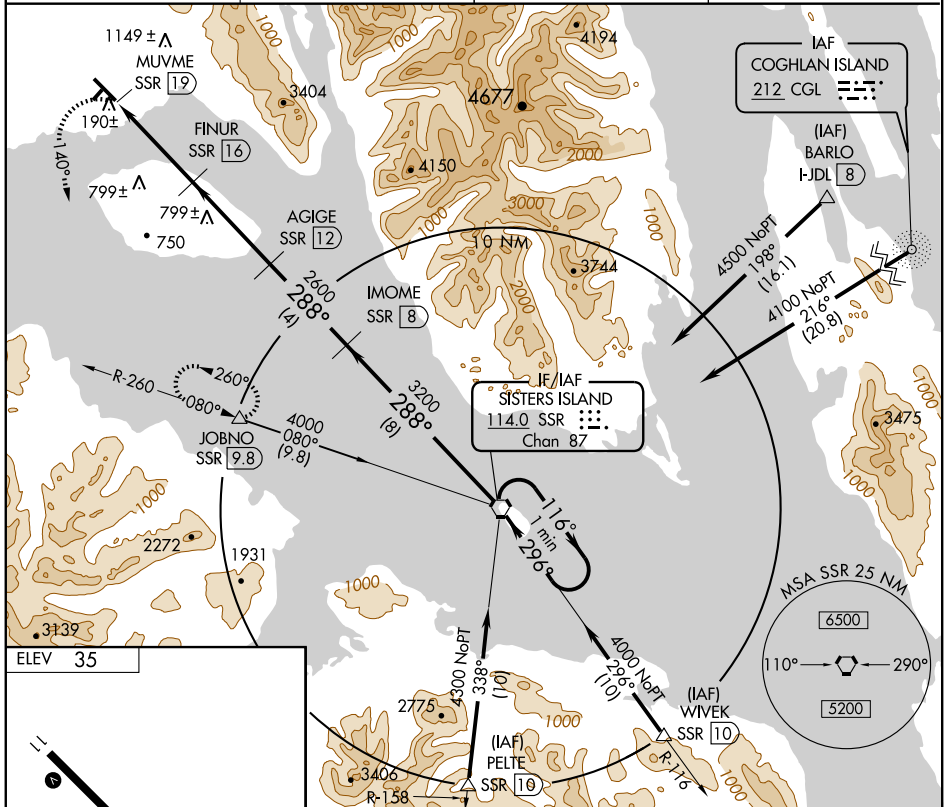
TAKE-OFF RUNWAY 29: Climb via 286° course to CAYAK WP, then climbing left turn to 6000 or assigned altitude direct SSR VORTAC. . . .

. . . . cross SSR VORTAC at or above MEA/MCA for direction of flight thence further clearance.

VOR/DME RWY 29
GUSTAVUS (GST)(PAGS)

MISSED APPROACH: Climbing left turn to 4000 via 140° heading and SSR R-260 to JOBNO/SSR 9.8 DME and hold.

CTAF
122.5 **L**



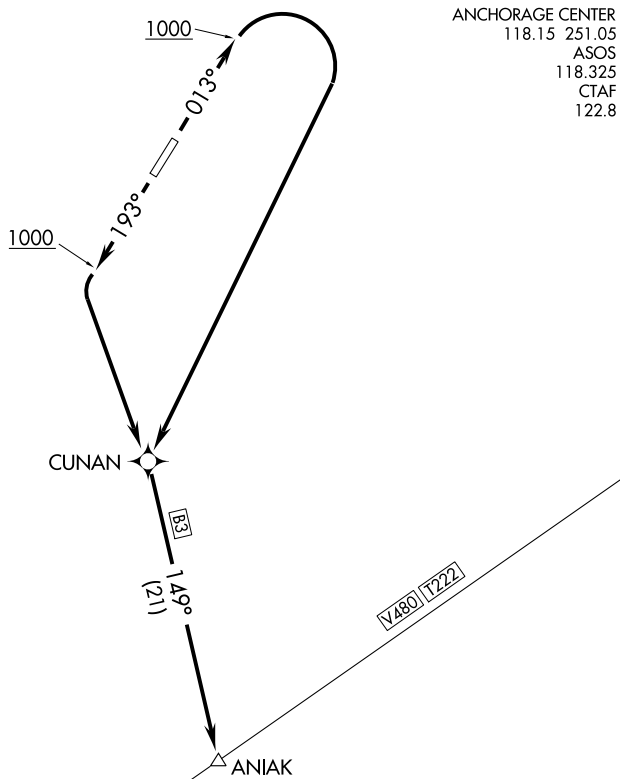
CATEGORY	A	B	C	D
S-29	1100-1¼ 1069 (1100-1¼)	1100-1½ 1069 (1100-1½)	1100-3	1069 (1100-3)
CIRCLING	1100-1¼ 1065 (1100-1¼)	1100-1½ 1065 (1100-1½)	1100-3	1065 (1100-3)

AK. 22 OCT 2009 to 17 DEC 2009

MIRL Rwy 11-29 **L**
REIL Rwy 11 and 29 **L**

ANIAK ONE DEPARTURE (RNAV)

HOLY CROSS, ALASKA

TAKE-OFF MINIMUMS

Rwy 1, 19: Standard.

NOTE: RNAV 1.

NOTE: GPS required.

TAKE-OFF OBSTACLE NOTES

Rwy 1: Multiple trees beginning 11' from DER, 163' right of centerline, up to 60' AGL/159' MSL. Multiple trees beginning 14' from DER, 140' left of centerline, up to 60' AGL/159' MSL.

Rwy 19: Multiple trees beginning 21' from DER, 98' right of centerline, up to 60' AGL/159' MSL. Multiple trees beginning 47' from DER, 117' left of centerline, up to 60' AGL/159' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1: Climb heading 013° to 1000, then right turn direct CUNAN, then via depicted route, thence....

TAKE-OFF RUNWAY 19: Climb heading 193° to 1000, then direct CUNAN, then via depicted route, thence....

....maintain 3700 or as assigned by ATC.

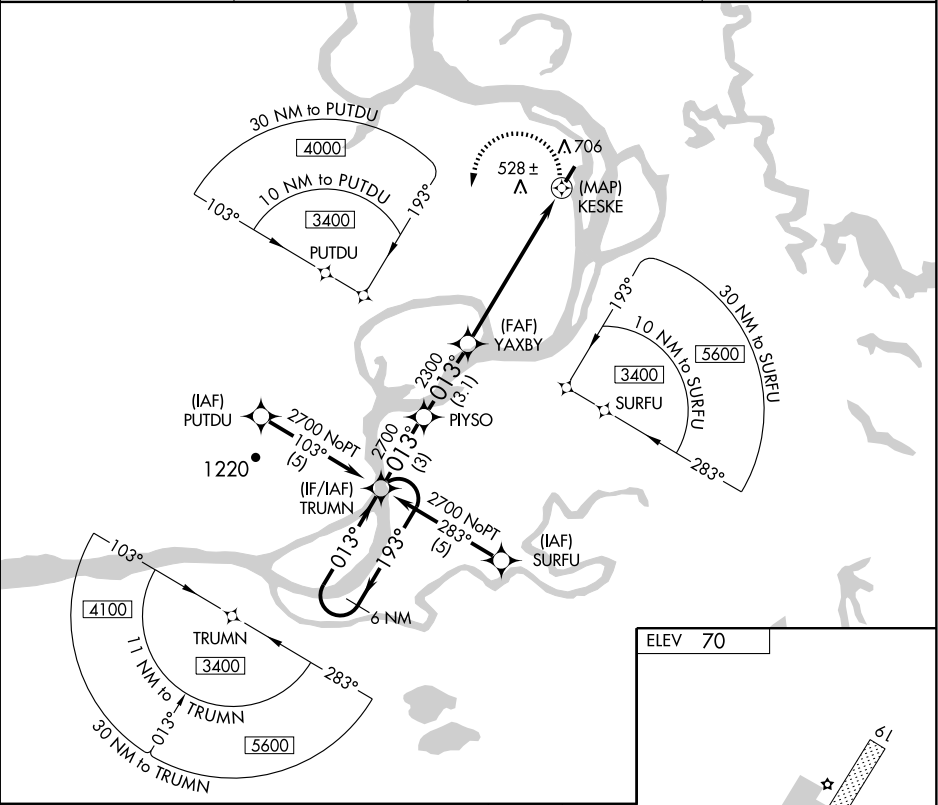
APP CRS	Rwy Idg	4000
013°	TDZE	69
	Apt Elev	70

RNAV (GPS) RWY 1
HOLY CROSS (HCA) (PAHC)

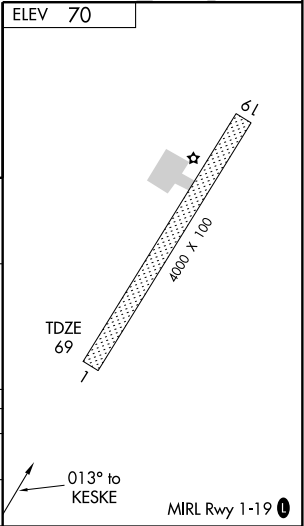
⚠ DME/DME RNP- 0.3 NA.
⚠ Circling NA west of Rwy 1-19.
If local altimeter setting not received, use Anvik altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing left turn to 2700 direct TRUMN and hold.

ASOS 118.325	ANCHORAGE CENTER 118.15 251.05	KENAI RADIO 122.45	CTAF 122.8 ⓪
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	6 NM Holding Pattern	TRUMN	PIYSO	YAXBY	KESKE
	2700	2700	2700	2300	2700
	193°	013°		3.06°	
				TCH 40	
	3 NM	3.1 NM	6.5 NM	0.3	
CATEGORY	A	B	C	D	
LNAV MDA	820-1 751 (800-1)	820-1¼ 751 (800-1¼)	820-2¼ 751 (800-2¼)	820-2½ 751 (800-2½)	
CIRCLING	820-1 750 (800-1)	820-1¼ 750 (800-1¼)	820-2¼ 750 (800-2¼)	820-2½ 750 (800-2½)	



APP CRS	Rwy Idg	4000
193°	TDZE	70
	Apt Elev	70

RNAV (GPS) RWY 19

HOLY CROSS (HCA) (PAHC)

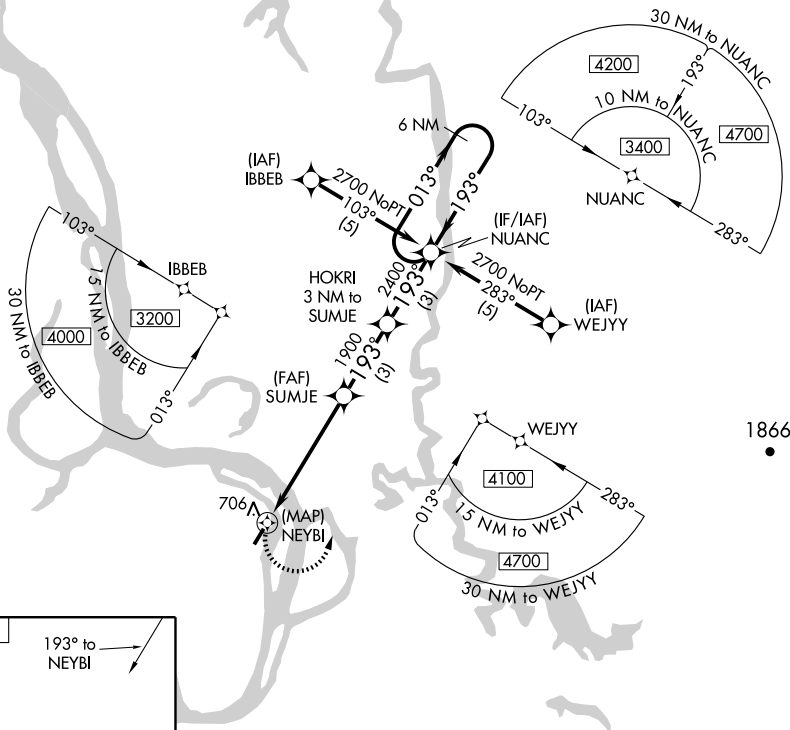
T DME/DME RNP-0.3 NA.
A Circling NA west of runway 1-19.
If local altimeter setting not received, use Anvik altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing left turn to 2700 direct NUANC and hold.

ASOS
118,325

ANCHORAGE CENTER
118.15 251.05

KENAI RADIO
122.45

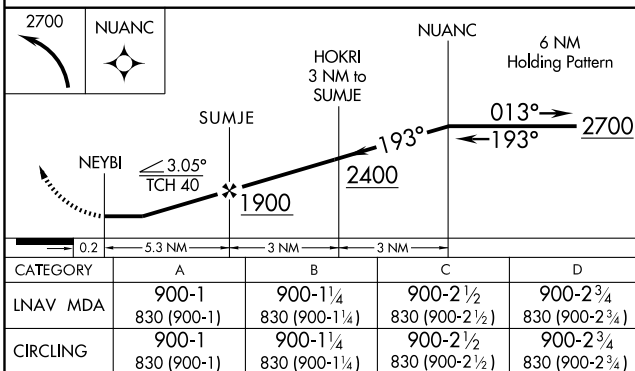
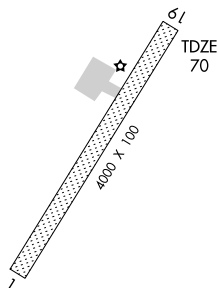
CTAF
122.8 L

1866

AK. 22 OCT 2009 to 17 DEC 2009

ELEV 70

193° to
NEYBI

MIRL Rwy 1-19 **L**

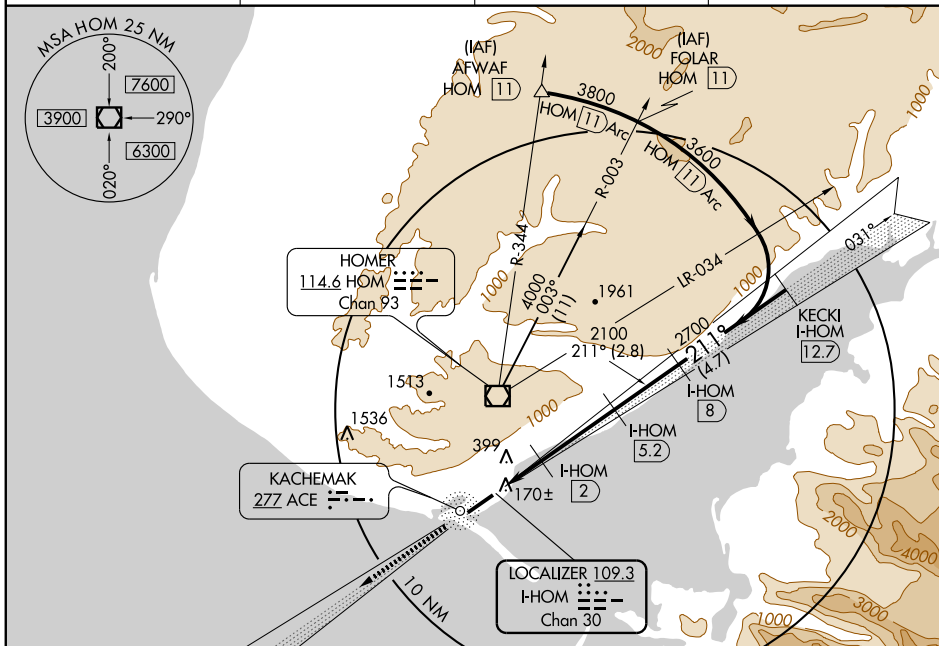
LOC/DME I-HOM 109.3 Chan 30	APP CRS 211°	Rwy Idg TDZE Apt Elev 6701 84 84
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LOC/DME BC RWY 21

HOMER (HOM) (PAHO)

▼ Circling not authorized Northwest of Rwy 3-21.	MALSR 	MISSED APPROACH: Climb to 2800 via SW course I-HOM LOC to PLICK/I-HOM 16.8 DME and hold.
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ATIS 135.65	ANCHORAGE CENTER 125.9 270.3	HOMER RADIO 123.6 (CTAF) 0	UNICOM 122.7 123.0 123.05
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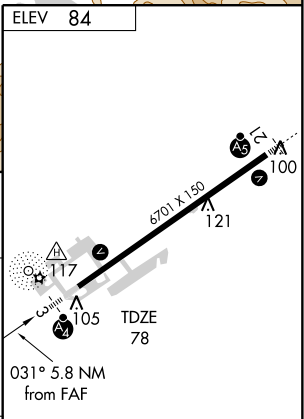
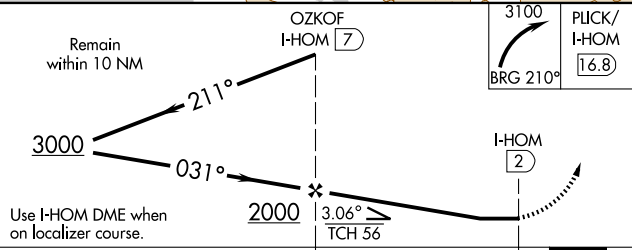
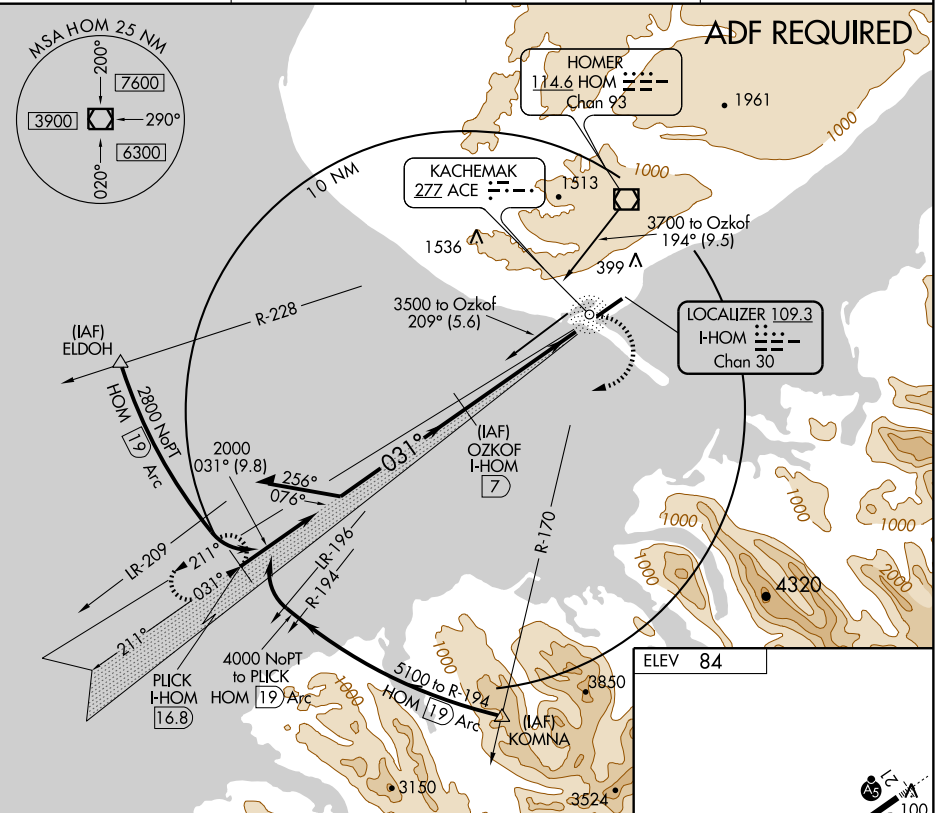
<div>2800 SW CRS I-HOM LOC</div>		<div>PLICK/ I-HOM 16.8</div>		<div>Use I-HOM DME when on localizer course.</div>		<div>KECKI I-HOM 12.7</div>		<div>6701 X 150 121 TDZE 84</div>			
<div><div><div><div><div><div>0.6</div><div>1.5 NM</div><div>3.2 NM</div><div>2.8 NM</div><div>4.7 NM</div></div></div><div><div><div><div><div>0.5</div><div>2</div><div>5.2</div><div>8</div></div></div><div><div><div><div><div>900</div><div>2100</div><div>2700</div><div>3600</div></div></div><div><div><div><div><div>211°</div><div>3.49°</div><div>TCH 56</div></div></div></div></div></div></div></div></div></div></div></div>		<div><div><div><div><div><div>I-HOM</div><div>0.5</div></div><div><div>I-HOM</div><div>2</div></div><div><div>I-HOM</div><div>5.2</div></div><div><div>I-HOM</div><div>8</div></div></div></div></div></div>		<div><div><div><div><div><div>I-HOM</div><div>5.2</div></div><div><div>I-HOM</div><div>8</div></div></div></div></div></div>		<div><div><div><div><div><div>211°</div><div>3.49°</div><div>TCH 56</div></div></div></div></div></div>		<div><div><div><div><div><div>211°</div><div>3.49°</div><div>TCH 56</div></div></div></div></div></div>		<div><div><div><div><div><div>211°</div><div>3.49°</div><div>TCH 56</div></div></div></div></div></div>	
<div>Procedure Turn NA</div>		<div>Procedure Turn NA</div>		<div>Procedure Turn NA</div>		<div>Procedure Turn NA</div>		<div>Procedure Turn NA</div>			
<div>CATEGORY</div>		<div>A</div>		<div>B</div>		<div>C</div>		<div>D</div>			
<div>S-21</div>		<div>420-1</div>		<div>336 (400-1)</div>		<div>540-1½</div>		<div>640-2</div>			
<div>CIRCLING</div>		<div>540-1 456 (500-1)</div>		<div>456 (500-1½)</div>		<div>556 (600-2)</div>		<div>556 (600-2)</div>			
<div>Knots</div>		<div>60</div>		<div>90</div>		<div>120</div>		<div>150</div>			
<div>Min:Sec</div>		<div></div>		<div></div>		<div></div>		<div></div>			

LOC/DME I-HOM 109.3 Chan 30	APP CRS 031°	Rwy Idg TDZE 78 Apt Elev 84
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LOC/DME RWY 3 HOMER (HOM)(PAHO)

<p>▼ Circling not authorized northwest of Rwy 3-21. Inoperative table does not apply.</p>	<p>MALSF =</p>	<p>MISSED APPROACH: Climbing right turn to 3100 via 210° bearing from ACE NDB to PLICK/I-HOM 16.8 DME and hold.</p>
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ATIS 135.65	ANCHORAGE CENTER 125.9 270.3	HOMER RADIO 123.6 (CTAF) 0	UNICOM 122.7 123.0 123.05
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CATEGORY	A	B	C	D	Knots	60	90	120	150	180
S-3		400-1	322 (400-1)							
CIRCLING	540-1	456 (500-1)	540-1½ 456 (500-1½)	640-2 556 (600-2)	Min:Sec					

OLSON TWO DEPARTURE

HOMER (HOM) (PAHO)
HOMER, ALASKA

ATIS
135.65
ANCHORAGE CENTER
125.9 270.3
HOMER RADIO
123.6 (CTAF)

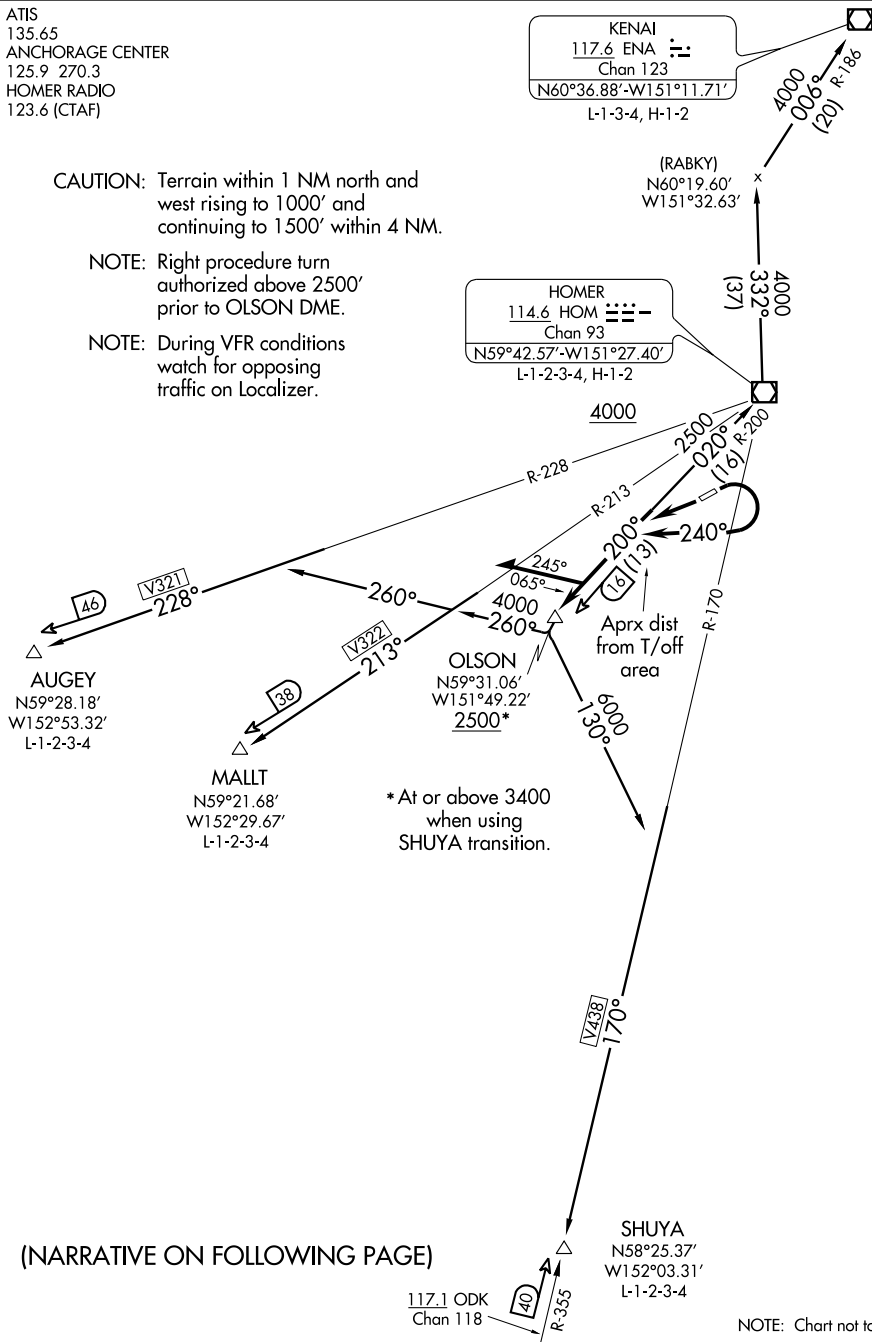
KENAI
117.6 ENA
Chan 123
N60°36.88'-W151°11.71'
L-1-3-4, H-1-2

CAUTION: Terrain within 1 NM north and west rising to 1000' and continuing to 1500' within 4 NM.

NOTE: Right procedure turn authorized above 2500' prior to OLSON DME.

NOTE: During VFR conditions watch for opposing traffic on Localizer.

HOMER
114.6 HOM
Chan 93
N59°42.57'-W151°27.40'
L-1-2-3-4, H-1-2



(NARRATIVE ON FOLLOWING PAGE)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climbing right turn heading 240° to intercept and track outbound on HOM R-200 to OLSON DME.

TAKE-OFF RUNWAY 21: Climb on runway heading to intercept and track outbound on HOM R-200 to OLSON DME.

AUGEY TRANSITION (OLSON2.AUGEY): From OLSON DME right turn to 260° heading and V321 to AUGHEY INT.

HOMER TRANSITION (OLSON2.HOM): From OLSON DME via HOM R-200 to HOM VOR/DME.

KENAI TRANSITION (OLSON2.ENA): From OLSON DME via HOM R-200 to HOM VOR/DME, then via HOM R-332 and ENA R-186 to ENA VOR/DME.

MALLT TRANSITION (OLSON2.MALLT): From OLSON DME right turn to 260° heading and V322 to MALLT INT.

SHUYA TRANSITION (OLSON2.SHUYA): From OLSON DME left turn to 130° heading and V438 to SHUYA INT.

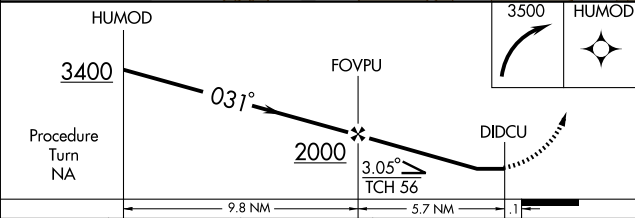
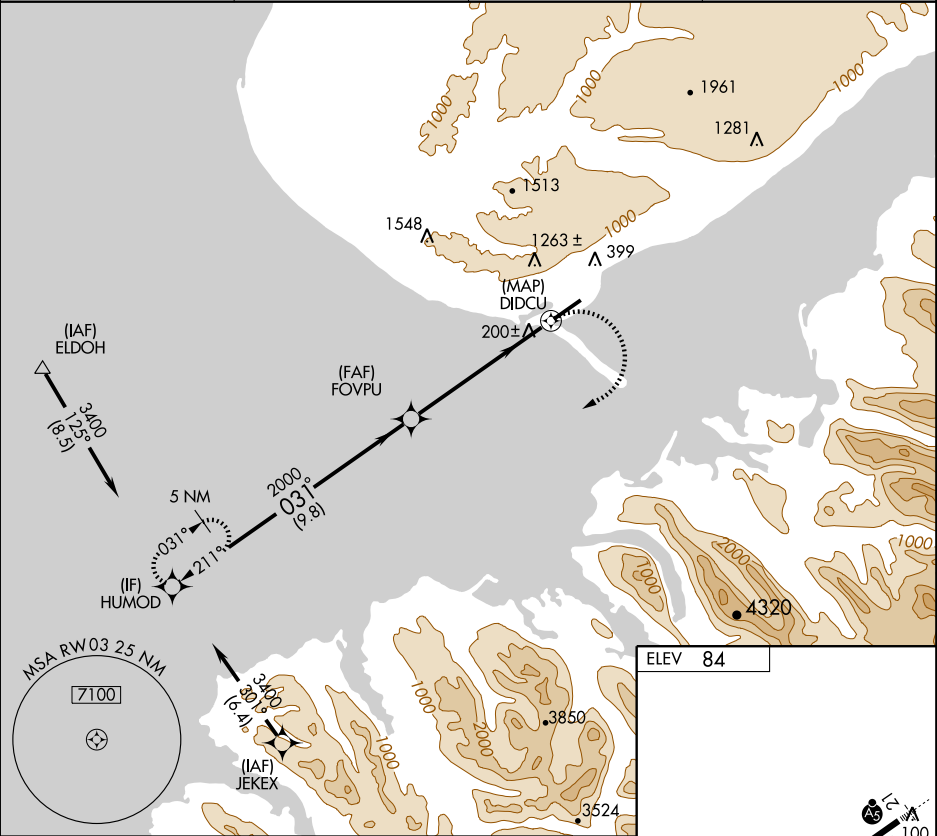
RNAV (GPS) Y RWY 3
HOMER (HOM) (PAHO)

APP CRS	Rwy Idg	6701
031°	TDZE	78
	Apt Elev	84

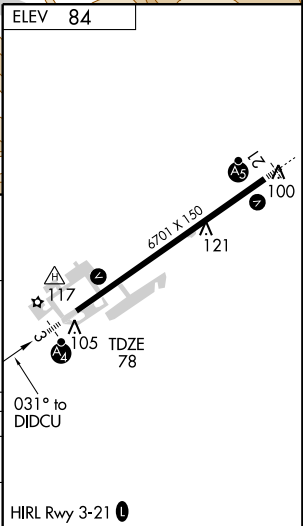
⚠ Circling not authorized northwest of Rwy 3-21. Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MALSF
MISSED APPROACH: Climbing right turn to 3500 direct HUMOD and hold.

ATIS 135.65	ANCHORAGE CENTER 125.9 270.3	HOMER RADIO 123.6 (CTAF) 0	UNICOM 122.7 123.0 123.05
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CATEGORY	A	B	C	D
LNNAV MDA	540-1	462 (500-1)	540-1½	462 (500-1½)
CIRCLING	540-1	456 (500-1)	540-1½ 456 (500-1½)	640-2 556 (600-2)



RNAV (GPS) Y RWY 21

HOMER (HOM) (PAHO)

APP CRS
218°

Rwy Idg **6701**
TDZE **84**
Apt Elev **84**

▼ Inoperative table does not apply to Cat A. For inoperative
▲ MALSR, increase LNAV MDA Cat B visibility to 1½ mile.
Circling not authorized Northwest of Rwy 3-21. DME/DME
RNP-0.3 NA. Visibility reduction by helicopters NA.



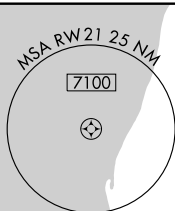
MISSED APPROACH: Climb to 2600 direct JIDIP and
via 210° track to PLICK and hold.

ATIS
135.65

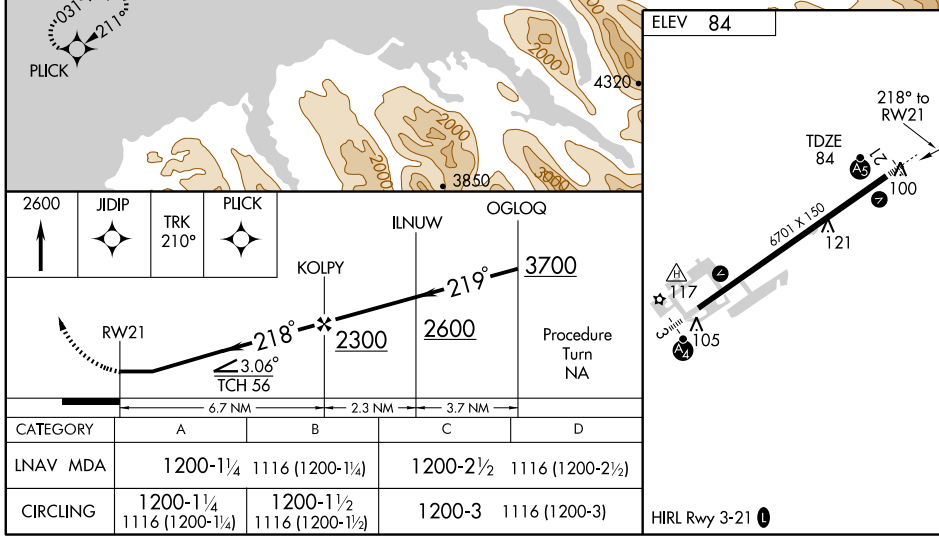
ANCHORAGE CENTER
125.9 270.3

HOMER RADIO
123.6 (CTAF) 0

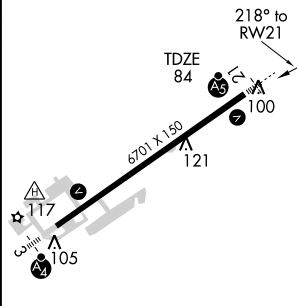
UNICOM
122.7 123.0 123.05



Procedure NA for arrivals at WOBTO via V438 northbound
and KASSI via V435 northbound.



ELEV **84**

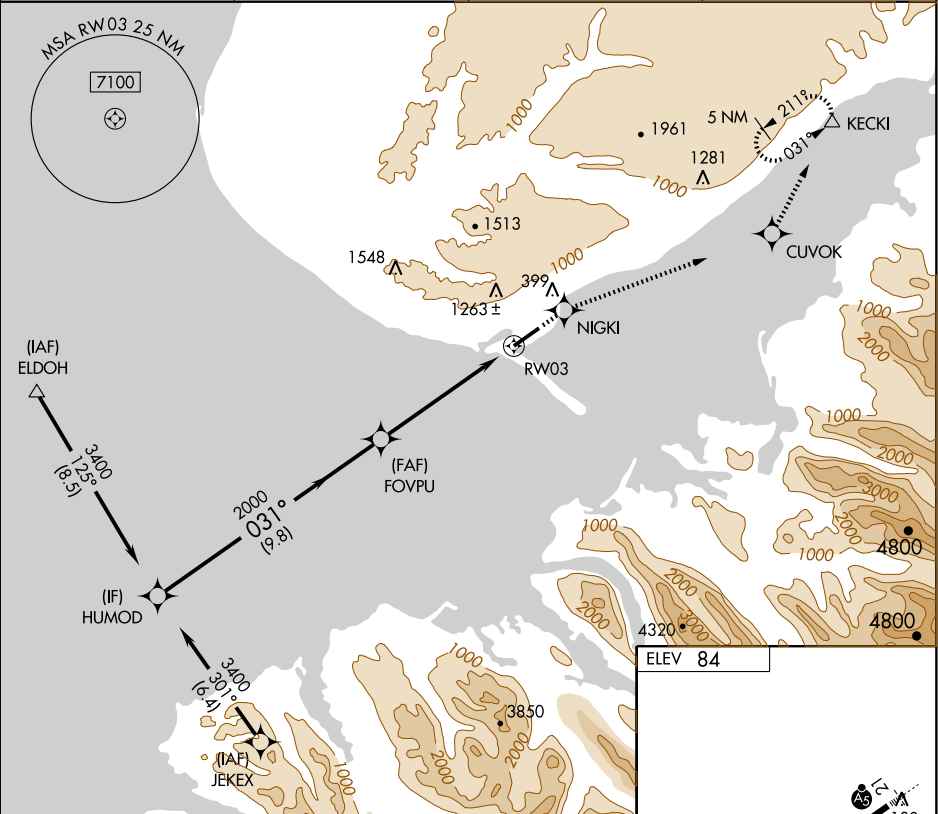


WAAS CH 86302 W03A	APP CRS 031°	Rwy Idg TDZE Apt Elev	6701 78 84
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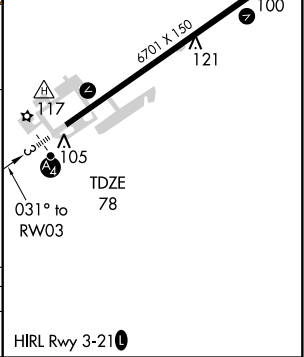
RNAV (GPS) Z RWY 3
HOMER (HOM) (PAHO)

Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.	MALSF -	MISSED APPROACH: Climb to 3400 direct NIGKI and via 046° track to CUVOK and 004° track to KECKI and hold.
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ATIS 135.65	ANCHORAGE CENTER 125.9 270.3	HOMER RADIO 123.6 (CTAF)	UNICOM 122.7 123.0 123.05
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Procedure Turn NA	3400 ↑	NIGKI 	CUVOK 	KECKI △
HUMOD	3400	FOVPU	RW03	
GS 3.00° TCH 56	031°	2000		
	9.8 NM	5.8 NM		
CATEGORY	A	B	C	D
LPV DA	333-1	255 (300-1)		



HOMER, ALASKA

AL-1236 (FAA)

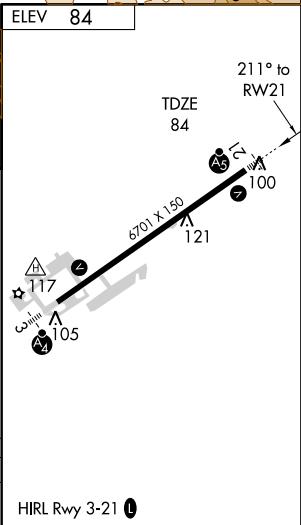
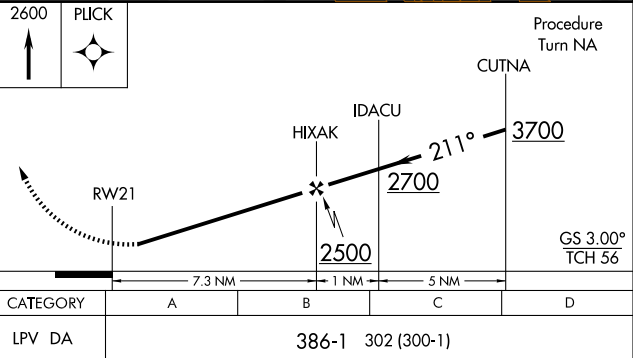
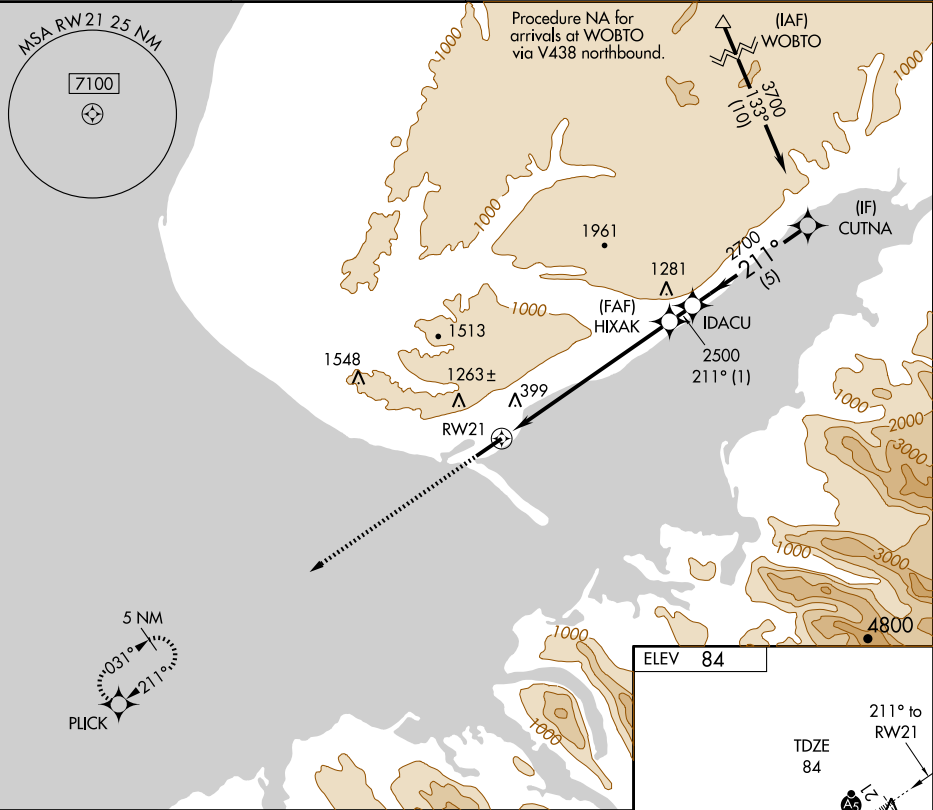
WAAS CH 82402 W21A	APP CRS 211°	Rwy Idg TDZE Apt Elev	6701 84 84
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RNAV (GPS) Z RWY 21

HOMER (HOM) (PAHO)

 	DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.	MALSR 	MISSED APPROACH: Climb to 2600 direct PLICK and hold.
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ATIS 135.65	ANCHORAGE CENTER 125.9 270.3	HOMER RADIO 123.6 (CTAF)	UNICOM 122.7 123.0 123.05
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AK. 22 OCT 2009 to 17 DEC 2009

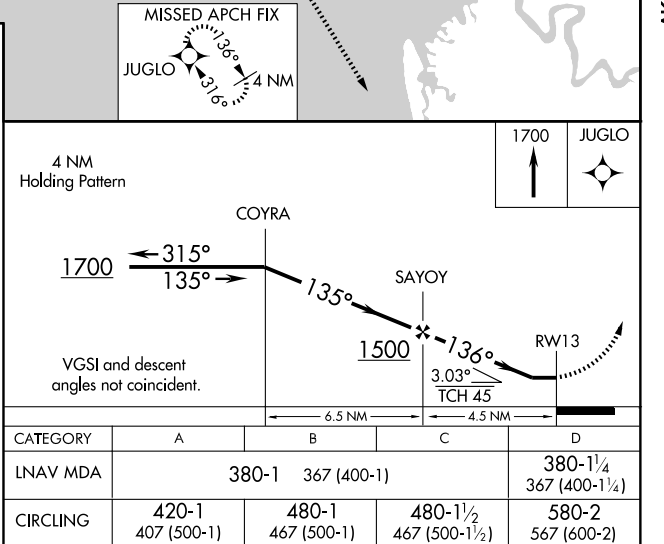
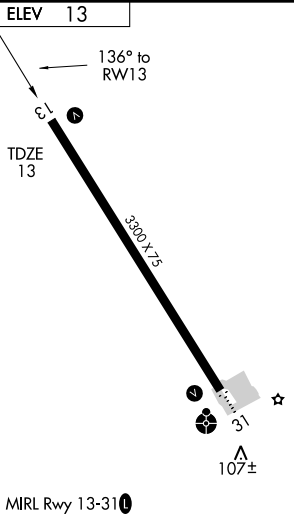
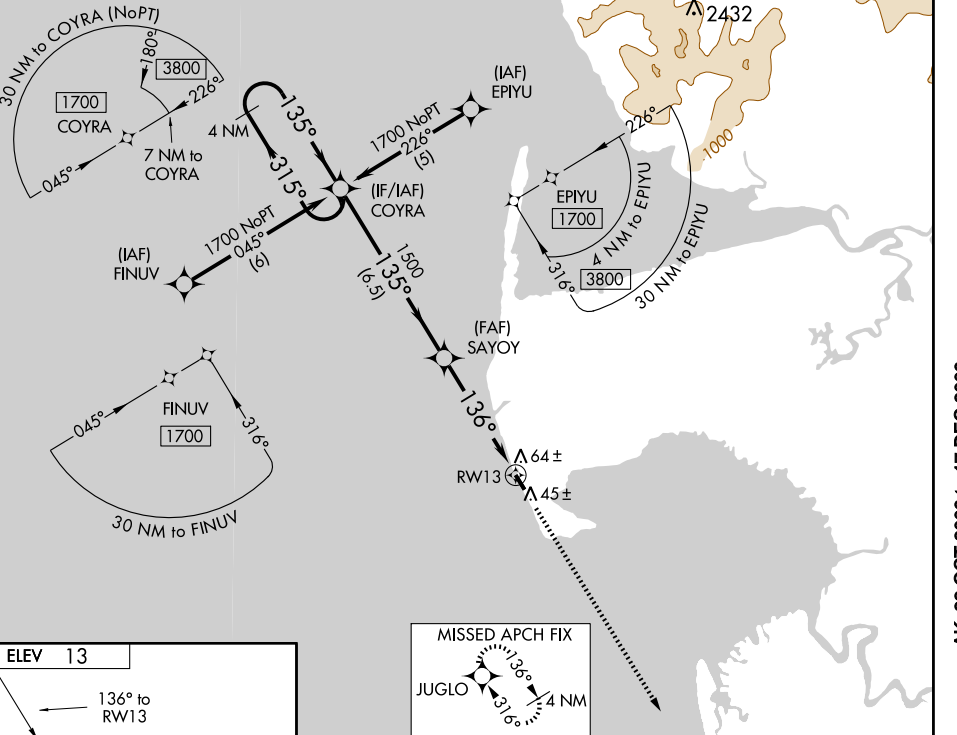
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Scammon Bay altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1700 direct JUGLO and hold.

AWOS-3
135.1

KENAI RADIO
122.4

CTAF
123.0 0



APP CRS	Rwy Idg	3300
316°	TDZE	13
	Apt Elev	13

RNAV (GPS) RWY 31

HOOPER BAY (HPB) (PAHP)

T DME/DME RNP-0.3 NA. When local altimeter setting not received, use Scammon Bay altimeter setting and increase all MDA 60 feet and Cats C/D visibility ¼ mile.

A Visibility reduction by helicopters NA. Inoperative table does not apply.

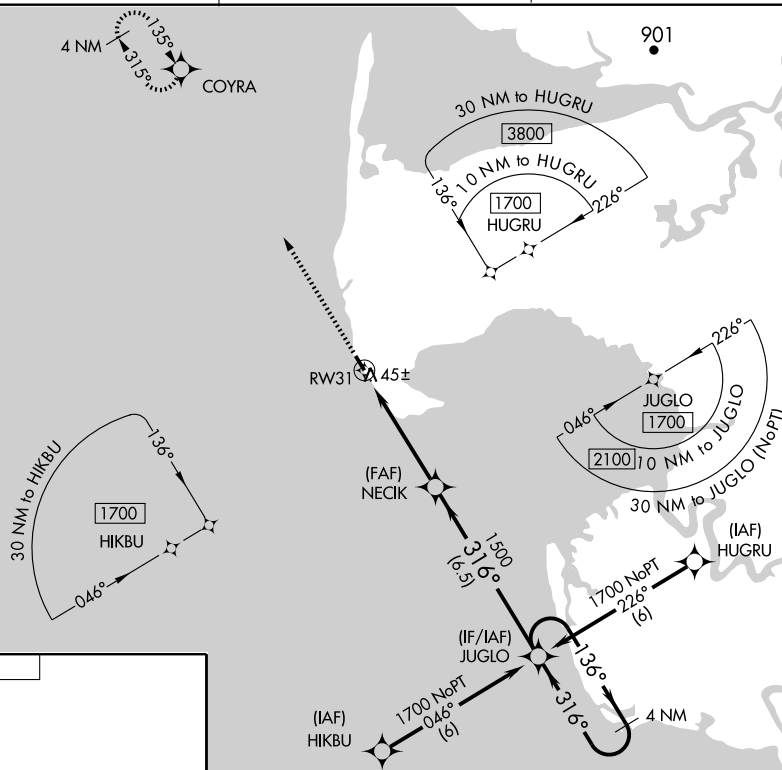
ODALS

MISSED APPROACH: Climb to 1700 direct COYRA and hold.

AWOS-3
135.1

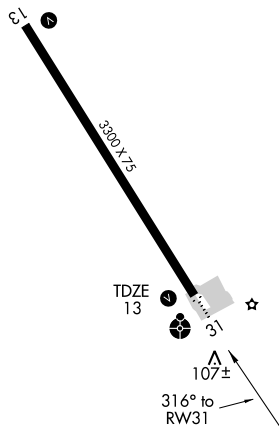
KENAI RADIO
122.4



CTAF
123.0 **L**

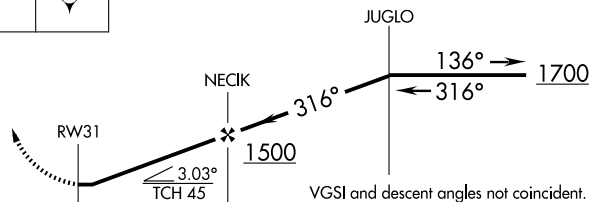


AK. 22 OCT 2009 to 17 DEC 2009

ELEV 13



1700	COYRA
	

4 NM
Holding Pattern

VGSI and descent angles not coincident.

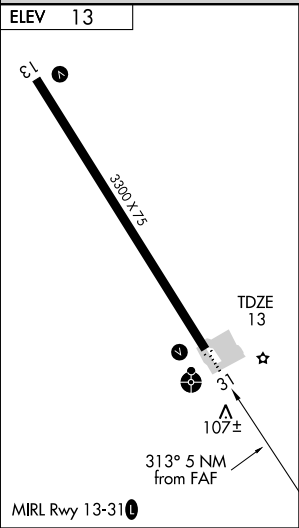
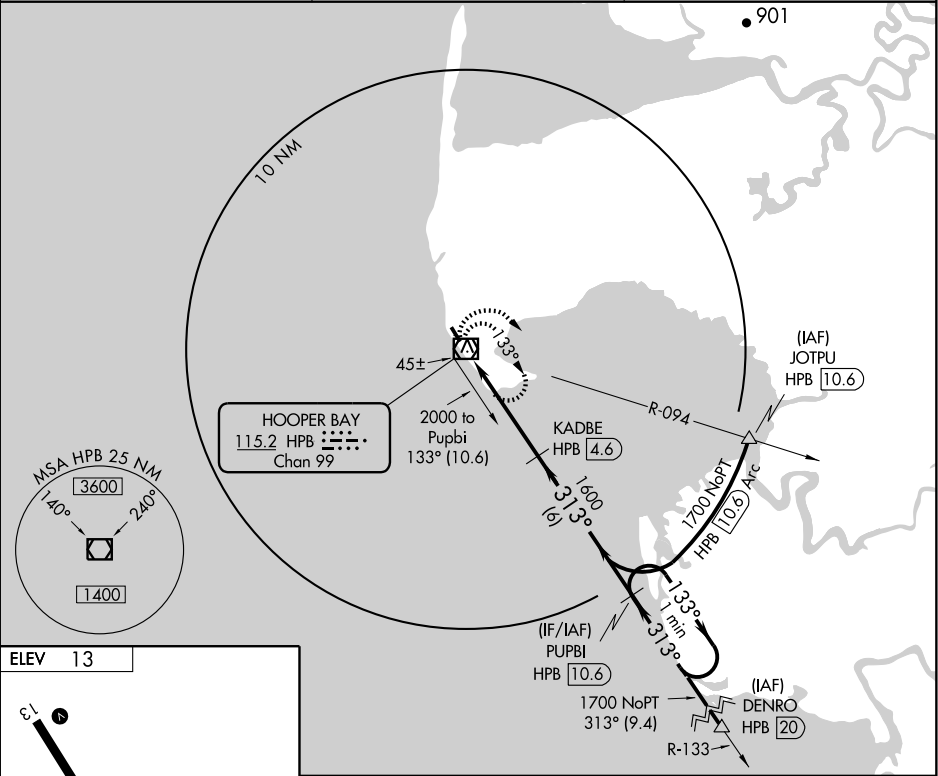
	4.5 NM	6.5 NM	
CATEGORY	A	B	C
LNAV MDA	380-1 367 (400-1)		
CIRCLING	420-1 407 (500-1)	480-1 467 (500-1)	480-1½ 467 (500-1½)
	580-2 567 (600-2)		

VOR/DME HPB	APP CRS	Rwy Idg	3300
115.2	313°	TDZE	13
Chan 99		Apt Elev	13

VOR/DME RWY 31
HOOPER BAY (HPB) (PAHP)

<p>▼ When local altimeter setting not received, use Scammon Bay altimeter setting and increase all MDA 60 feet and S-31 Cats C/D visibility ¼ mile. Inoperative table does not apply. Visibility reduction by helicopters NA.</p> <p>▲</p>	<p>ODALS</p> <p></p>	<p>MISSED APPROACH: Climbing right turn to 2000 in HPB VOR/DME holding pattern.</p>
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AWOS-3 135.1	KENAI RADIO 122.4	CTAF 123.00
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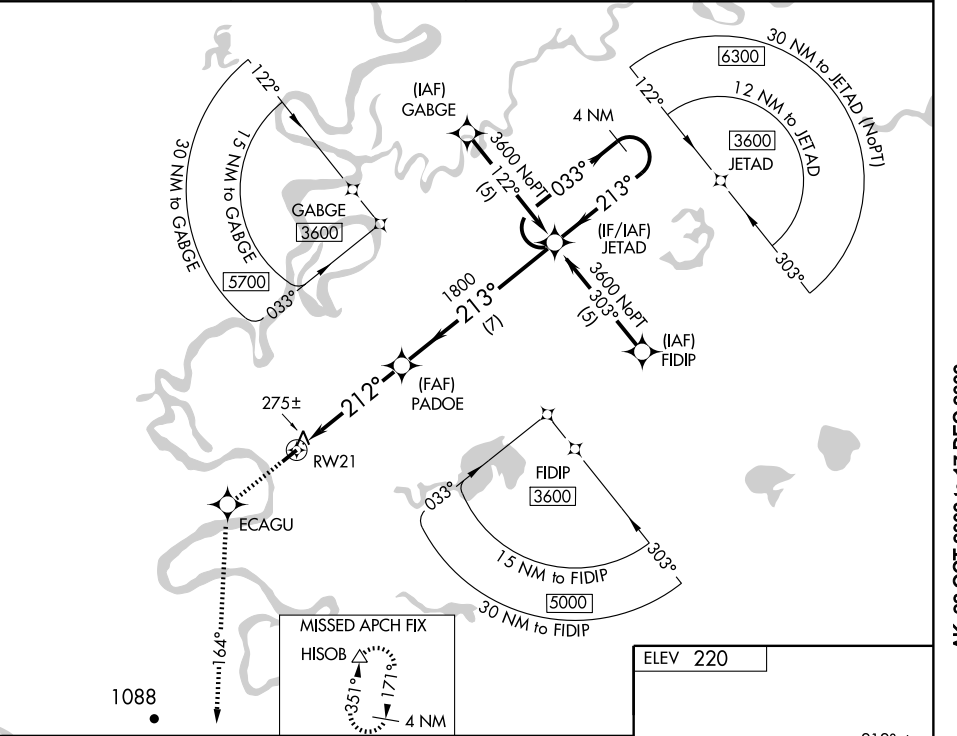


2000	HPB	One Minute Holding Pattern		
	115.2			

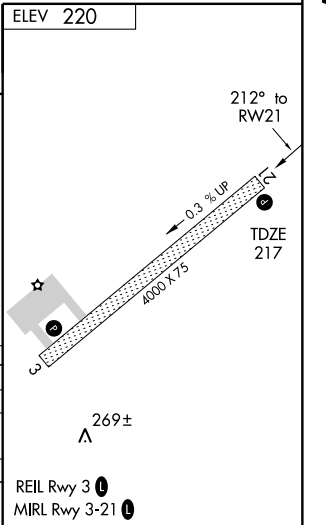
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct ECAGU and via 164° track to HISOB and hold.

AWOS-3 135.75	ANCHORAGE CENTER 127.0 290.2	FAIRBANKS RADIO 122.4	UNICOM 122.8 (CTAF) 📶
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3000 ↑	ECAGU ✧ TRK 164°	HISOB △	VGSI and RNAV glidepath not coincident.			
			JETAD 4 NM Holding Pattern			
			PADOE			
RW21 ⋯			213° 213° 033° → 3600 ← 213°			
			GS 3.00° TCH 45			
4.8 NM			7 NM			
CATEGORY	A		B		C	D
LPV DA			517-1		300 (300-1)	
LNAV/ VNAV DA			549-1¼		332 (400-1¼)	
LNAV MDA			540-1		323 (400-1)	
CIRCLING	600-1 380 (400-1)		680-1 460 (500-1)		680-1½ 460 (500-1½)	
					780-2 560 (600-2)	



AL-9273 (FAA)

VOR/DME HSL 117.4 Chan 121	APP CRS 002°	Rwy Idg 4000 TDZE 213 Apt Elev 213
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VOR/DME RWY 3

HUSLIA (HLA)(PAHL)

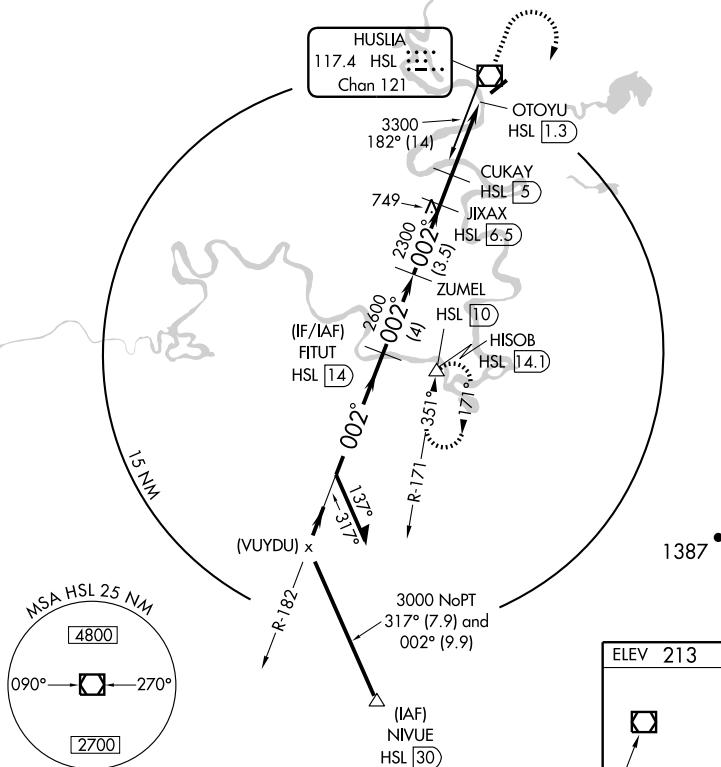


MISSED APPROACH: Climb to 700 then climbing right turn to 3000 via heading 201° and HSL R-171 to HISOB/14.1 DME and hold.

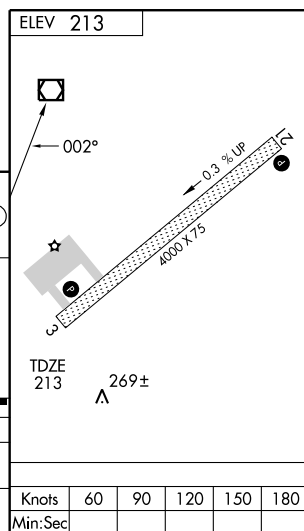
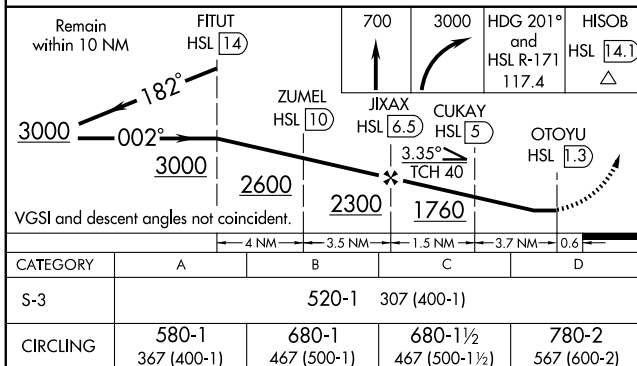
AWOS-3
135.75

ANCHORAGE CENTER
127.0 290.2

FAIRBANKS RADIO
122.40

UN|COM
122.8 (CTAF) **L**

AK. 22 OCT 2009 to 17 DEC 2009



RNAV (GPS) RWY 5

IGIUGIG (IGG)(PAIG)

 APP CRS
053°

Rwy Idg	3000
TDZE	90
Apt Elev	90

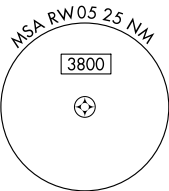
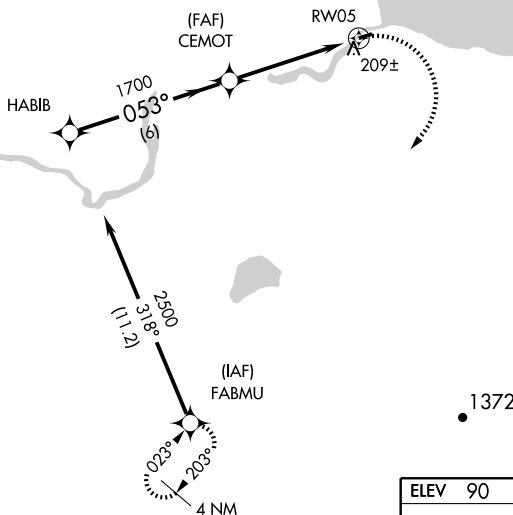


DME/DME RNP -0.3 NA. If local altimeter setting not received, use Iliamna altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing right turn to 3000 direct FABMU and hold.

 ASOS
119.925

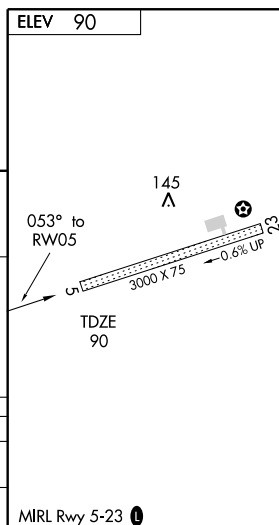
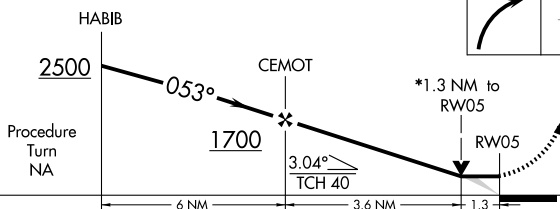
 ANCHORAGE CENTER
118.8

 CTAF
122.9


*VDP NA with ILIAMNA altimeter setting.

3000

FABMU




CATEGORY	A	B	C	D
LNNAV MDA	460-1	370 (400-1)	NA	NA
CIRCLING	520-1 430 (500-1)	540-1 450 (500-1)	NA	NA

MRL Rwy 5-23

APP CRS	Rwy Idg	3000
233°	TDZE	90
	Apt Elev	90

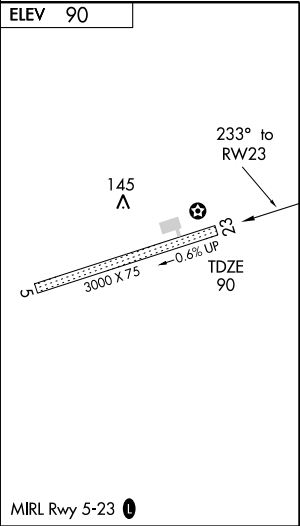
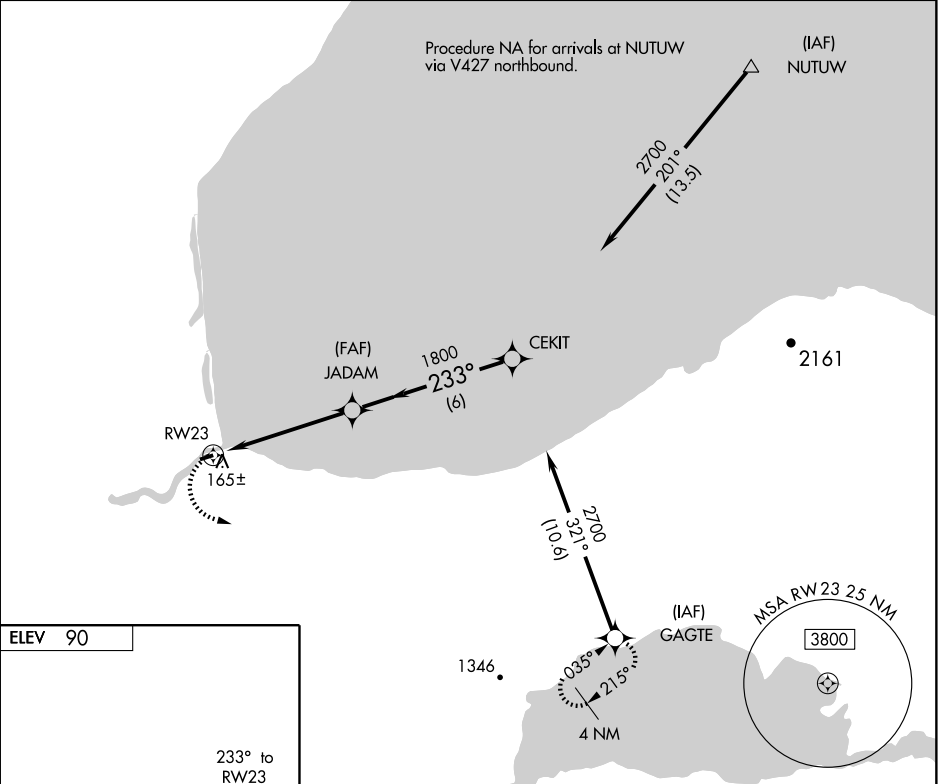
RNAV (GPS) RWY 23

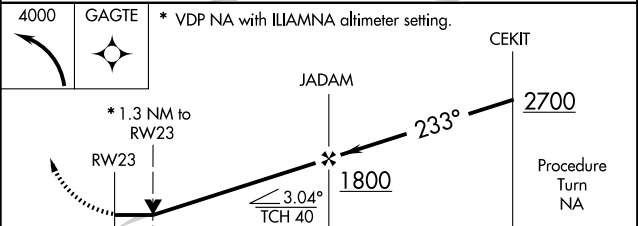
IGIUGIG (IGG)(PAIG)

 DME/DME RNP-0.3 NA. If local altimeter setting not received, use Iliamna altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing left turn to 4000 direct GAGTE and hold.

ASOS 119.925	ANCHORAGE CENTER 118.8	CTAF 122.9 
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4000	GAGTE	* VDP NA with ILLIAMNA altimeter setting.			
					
CATEGORY	A	B	C	D	
RNAV MDA	440-1 350 (400-1)		NA		
CIRCLING	520-1 430 (500-1)	540-1 450 (500-1)	NA		

TOMMY ONE DEPARTURE (RNAV)

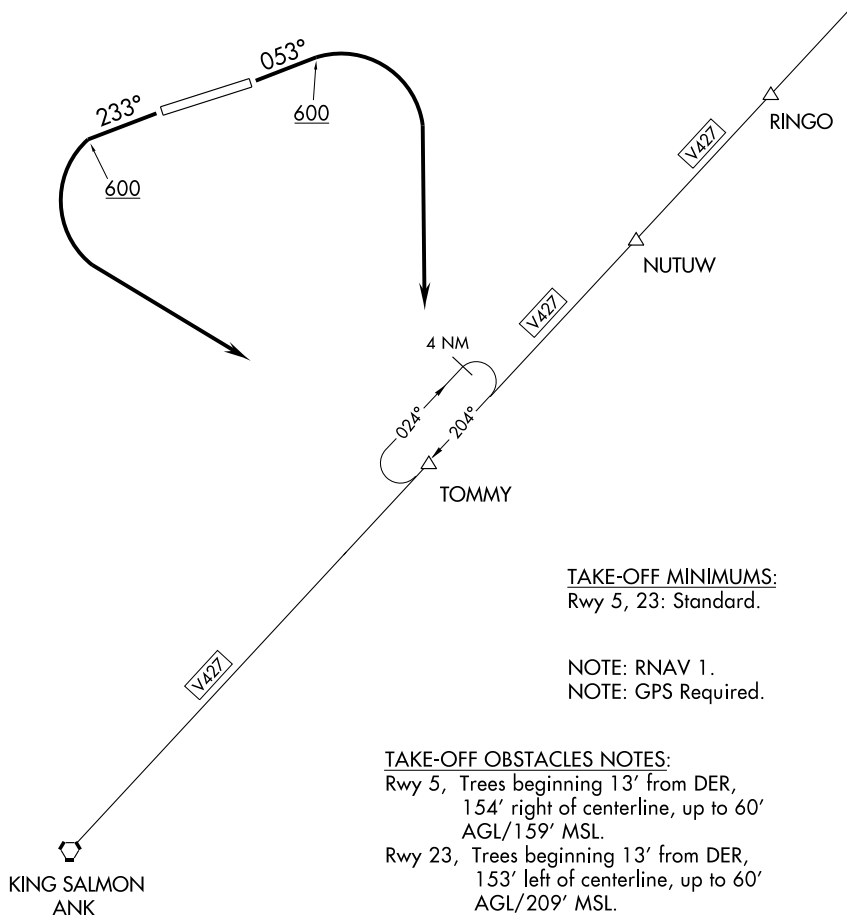
ANCHORAGE CENTER

118.8

CTAF 122.9

ASOS

119.925



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb heading 053° to 600, then right turn direct TOMMY, thence. . .

TAKE-OFF RWY 23: Climb heading 233° to 600, then left turn direct TOMMY, thence. . .

. . . Climb in TOMMY holding pattern to cross at or above MEA for route of flight, before proceeding on course.

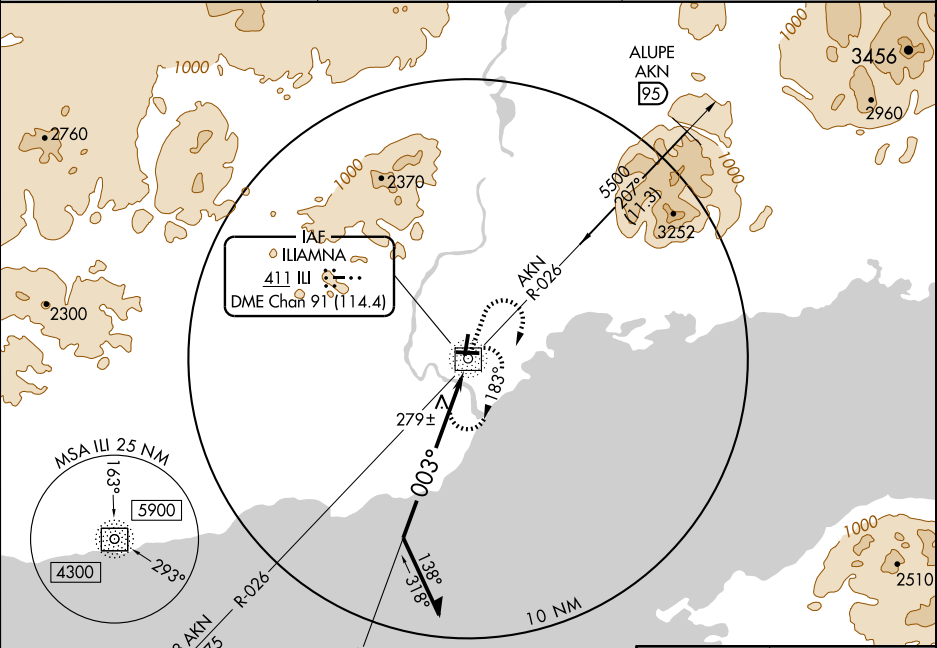
NDB/DME ILI 411	APP CRS 003°	Rwy Idg TDZE Apt Elev 4800 179 192
Chan 91 (114.4)		

NDB RWY 35
ILIAMNA (ILI) (PAIL)

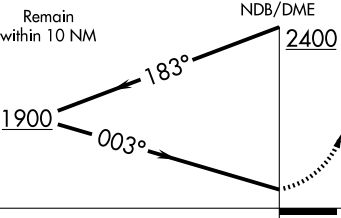
▼ Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 via heading 183° then climbing right turn to 4800 direct ILI NDB/DME and hold, continue climb-in-hold to 4800.

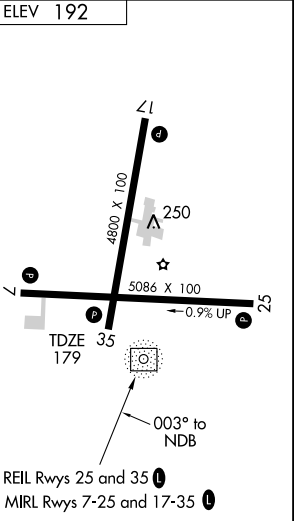
ATIS 134.95	ANCHORAGE CENTER 118.8	ILIAMNA RADIO 123.6 (CTAF) 1
-----------------------	----------------------------------	---



1100	3000	4800	ILI
↑	HDG 183°		
			411



CATEGORY	A	B	C	D
S-35	680-1	501 (500-1)	680-1½ 700-1½	501 (500-1½) 780-2
CIRCLING	680-1	488 (500-1)	508 (600-1½)	588 (600-2)



▼

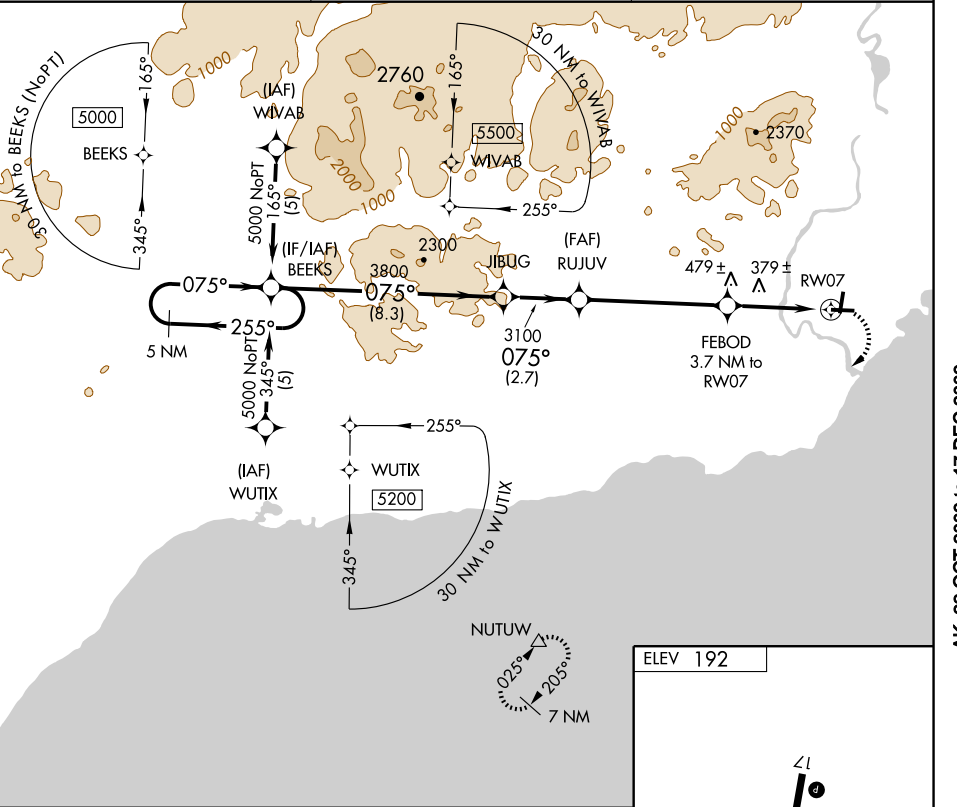
DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 7000 direct NUTUW and hold, continue climb-in-hold 7000.

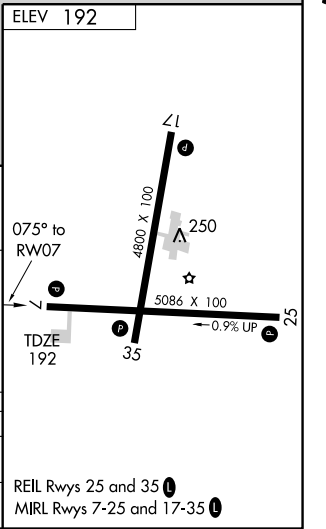
ATIS
134.95

ANCHORAGE CENTER
118.8

ILIAMNA RADIO
123.6 (CTAF) 0



5 NM Holding Pattern				
<div>5000 ← 255° → 075° → 075° → 3800 → 075° → 3100 → 075° → RW07</div> <div>8.3 NM 2.7 NM 5.3 NM 3.7 NM</div>				
CATEGORY	A		C	D
LNNAV MDA	680-1 488 (500-1)		680-1¼ 488 (500-1¼)	680-1½ 488 (500-1½)
CIRCLING	680-1 488 (500-1)		700-1½ 508 (600-1½)	780-2 588 (600-2)



DME/DME RNP- 0.3 NA.

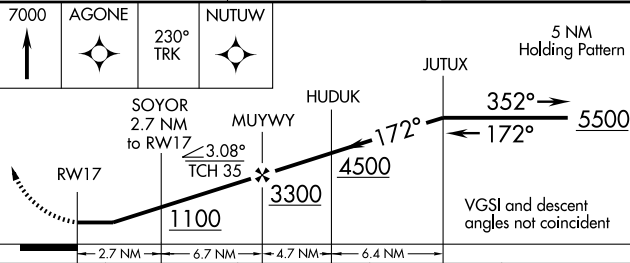
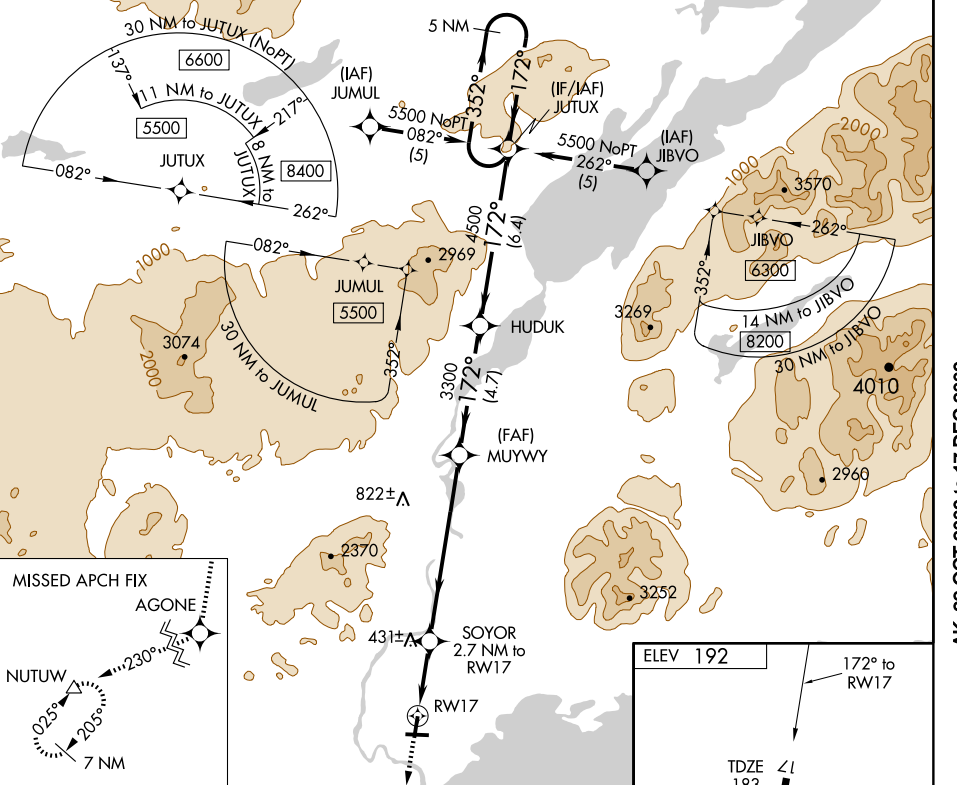
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 7000 direct AGONE and via 230° track to NUTUW and hold, continue climb-in-hold to 7000.

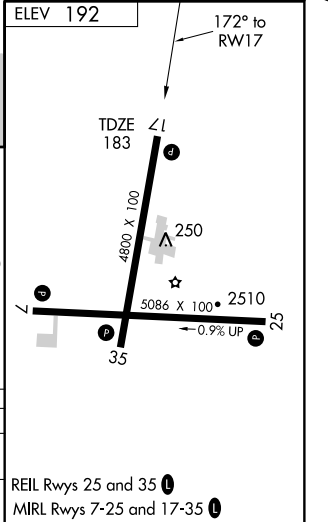
ATIS
134.95

ANCHORAGE CENTER
118.8

ILIAMNA RADIO
123.6 (CTAF) 1



CATEGORY	A	B	C	D
LNAV MDA	700-1 517 (600-1)	700-1½ 517 (600-1½)	700-1¾ 517 (600-1¾)	700-2 517 (600-2)
CIRCLING	700-1 508 (600-1)	700-1½ 508 (600-1½)	700-1¾ 517 (600-1¾)	700-2 588 (600-2)



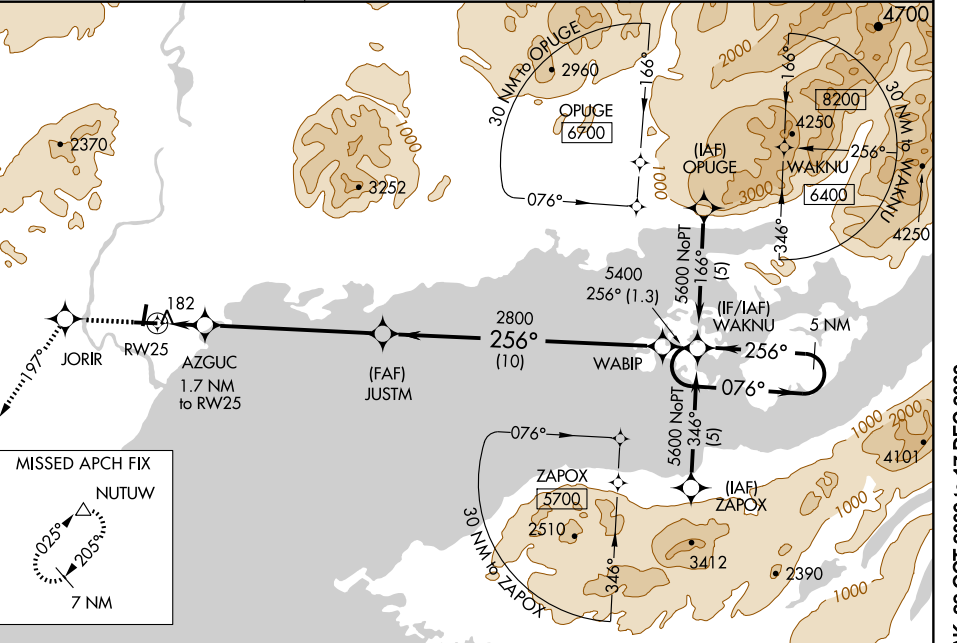
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13° F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 7000 direct JORIR and via 197° track to NUTUW and hold, continue climb-in-hold to 7000.

ATIS
134.95

ANCHORAGE CENTER
118.8

ILIAMNA RADIO
123.6 (CTAF) 1



7000		JORIR	NUTUW
↑		✧	△
*LNAV only		TRK 197°	
RW25		AZGUC 1.7 NM to RW25	JUSTM 2800
720*		2800	5400
1.7		6.4 NM	10 NM
CATEGORY		A	B
LPV DA		424-1	250 (300-1)
LNAV/VNAV DA		441-1	267 (300-1)
LNAV MDA		480-1	306 (300-1)
CIRCLING		680-1	488 (500-1)
		700-1½	508 (600-1½)
		780-2	588 (600-2)

ELEV 192

WAKNU 5 NM Holding Pattern

WABIP 076° → 5600
← 256°

GS 3.00°
TCH 35

256° to RW25

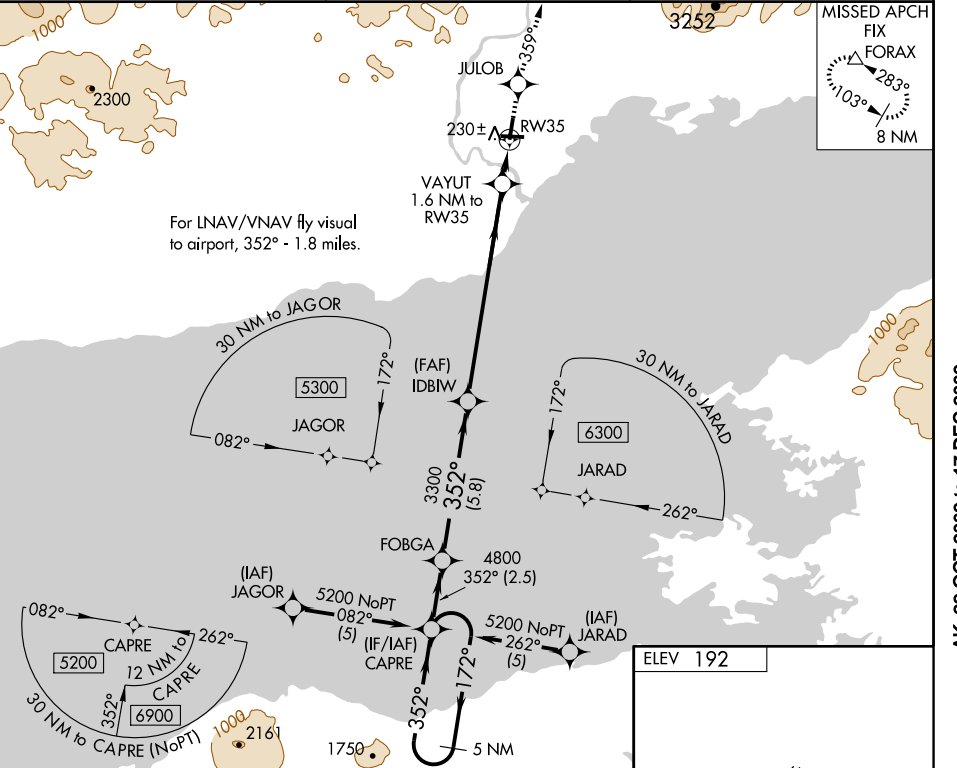
TDZE 174

REIL Rwy 25 and 35
MIRL Rwy 7-25 and 17-35

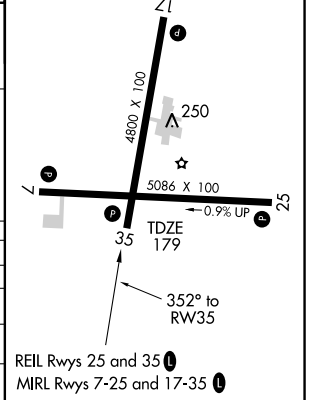
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 14000 direct JULOB and via 359° track to FORAX and hold, continue climb-in-hold to 14000.

ATIS 134.95	ANCHORAGE CENTER 118.8	ILIAMNA RADIO 123.6 (CTAF) Q
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5 NM Holding Pattern		CAPRE	FOBGA	14000 JULOB	359° TRK	FORAX
5200		← 172°	→ 352°	↑	✧	△
VGSI and RNAV glidepath not coincident.						
GS 3.00° For LNAV/VNAV fly visual to airport, 352° - 1.8 miles.						
		← 2.5 NM	← 5.8 NM	← 7.9 NM	← 1.6 NM	
CATEGORY	A	B	C	D		
LPV DA	429-1		250 (300-1)			
LNAV/VNAV DA	790-2		611 (600-1)			
LNAV MDA	540-1		361 (400-1)		540-1¼ 361 (400-1¼)	
CIRCLING	680-1		488 (500-1)		780-2 588 (600-2)	

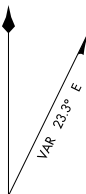


AIRPORT DIAGRAM

JUNEAU INTL (JNU) (PAJN)
JUNEAU, ALASKA

AL-1191 (FAA)

ATIS
135.2
JUNEAU TOWER★
118.7 278.3
GND CON
121.9
CLNC DEL
121.9



JANUARY 2005
ANNUAL RATE OF CHANGE
0.3° W

1514±
△

58°22'N



RWY 8-26
S75, D200, ST175, DT340,
DDT500

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

134°36'W

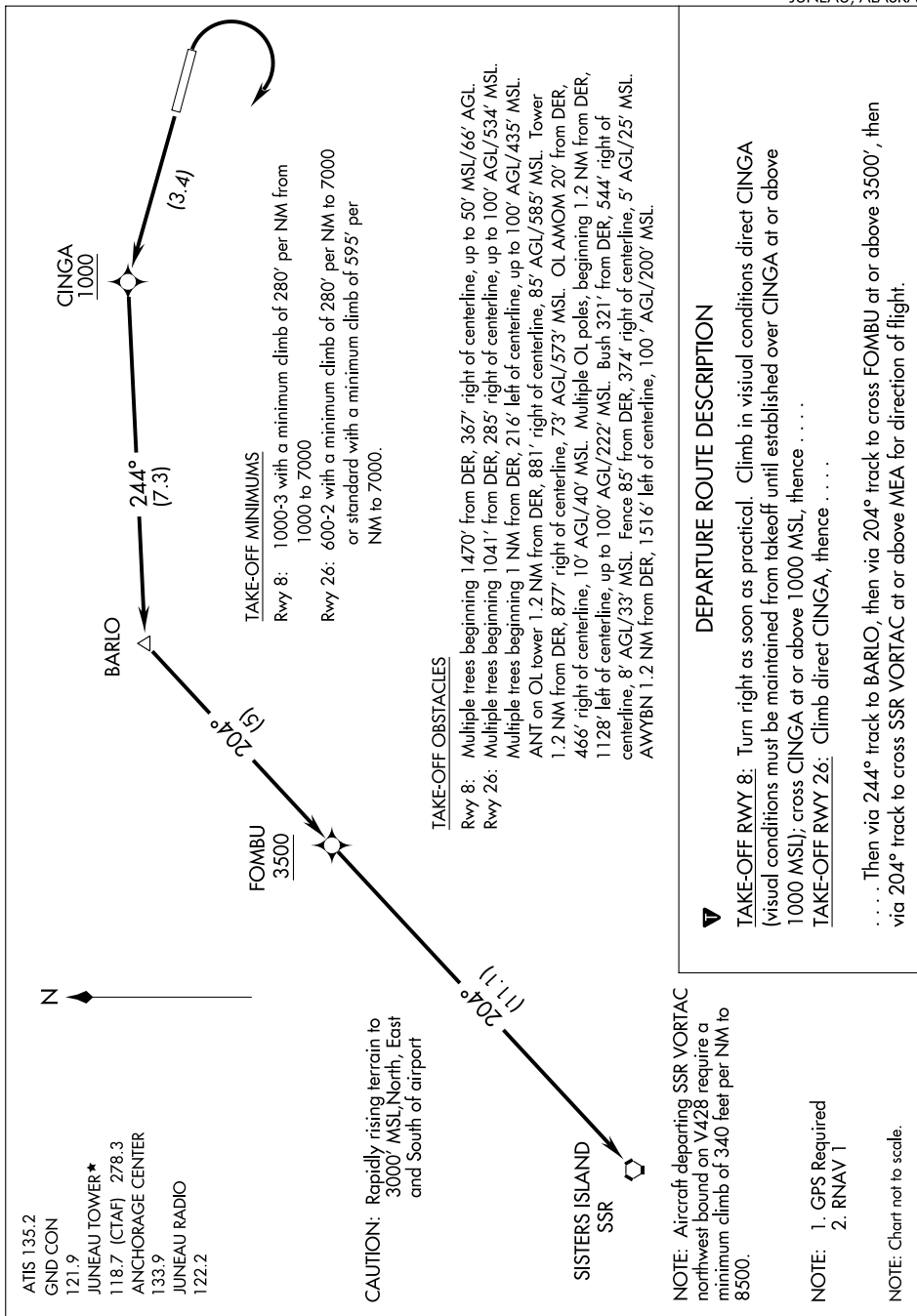
134°35'W

134°34'W

134°33'W

AK 22 OCT 2009 to 17 DEC 2009

CINGA THREE DEPARTURE (RNAV) (OBSTACLE)

JUNEAU INTL (JNU) (PAJN)
JUNEAU, ALASKA

(CUSHI4.CUSHI) 09015 CUSHI FOUR DEPARTURE

SL-1191 (FAA)

JUNEAU INTL (JNU) (PAJN)
JUNEAU, ALASKA

ATIS 135.2
GND CON
121.9
JUNEAU TOWER*
118.7 (CTAF) 278.3
ANCHORAGE CENTER
133.9
JUNEAU RADIO
122.2

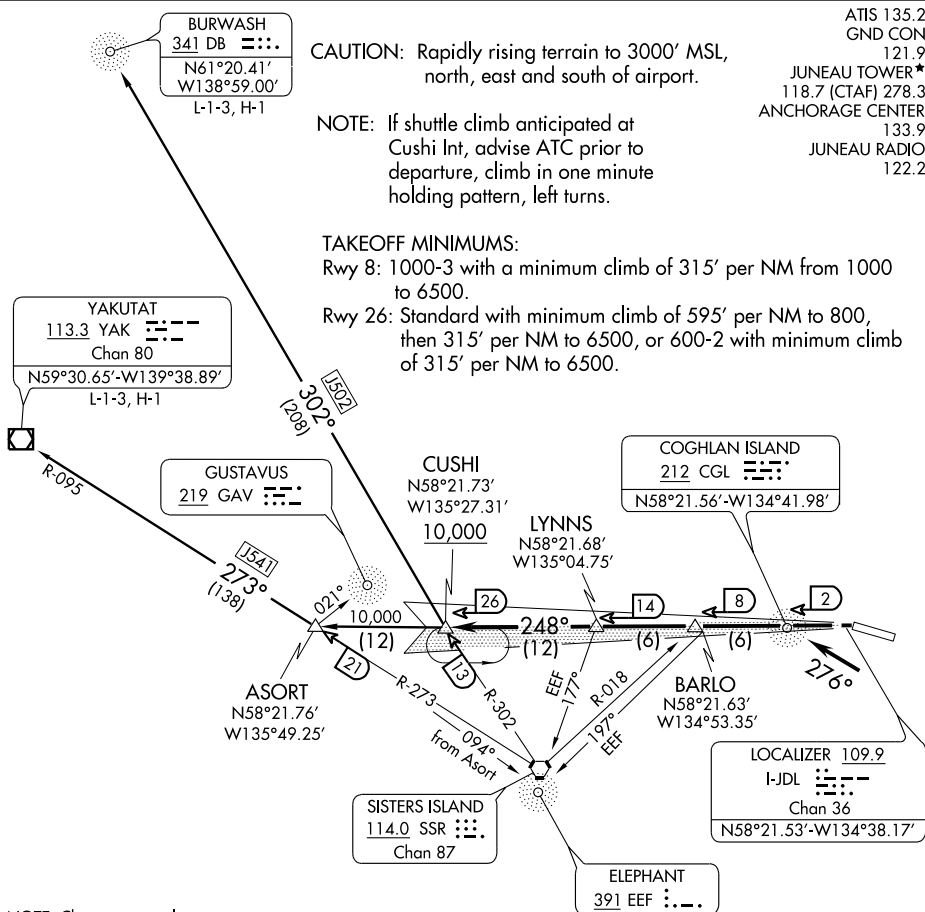
CAUTION: Rapidly rising terrain to 3000' MSL,
north, east and south of airport.

NOTE: If shuttle climb anticipated at
Cushi Int, advise ATC prior to
departure, climb in one minute
holding pattern, left turns.

TAKEOFF MINIMUMS:

Rwy 8: 1000-3 with a minimum climb of 315' per NM from 1000
to 6500.

Rwy 26: Standard with minimum climb of 595' per NM to 800,
then 315' per NM to 6500, or 600-2 with minimum climb
of 315' per NM to 6500.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Turn right as soon as practical. Climb in visual conditions direct CGL NDB or heading 276° to I-JDL W course/2 DME (visual conditions must be maintained from takeoff until established over CGL NDB or I-JDL W course/2 DME at or above 1000 MSL); cross CGL NDB or I-JDL W course/2 DME at or above 1000 MSL, Thence

TAKE-OFF RUNWAY 26: Turn left heading 248° to CGL NDB or I-JDL W course/2 DME.

Thence

. . . . then via I-JDL W course or 248° bearing from CGL NDB to cross CUSHI INT/I-JDL 26 DME at or above 10,000, Thence via (transition).

BURWASH TRANSITION (CUSHI4.DB): From over CUSHI INT via J502 to DB NDB.

YAKUTAT TRANSITION (CUSHI4.YAK): From over CUSHI INT via CGL or I-JDL W course 248° bearing to ASORT INT, thence via J541 to YAK VORTAC.

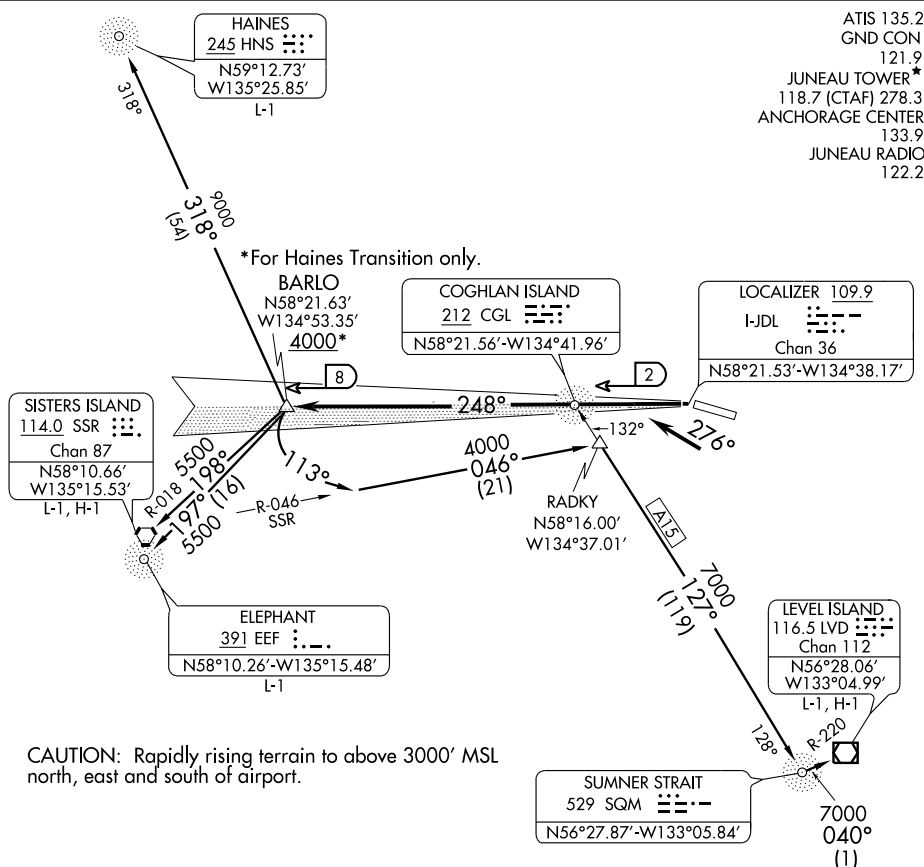
TAKEOFF OBSTACLES

Rwy 8: Multiple trees beginning 1470' from DER, 367' right of centerline, up to 50' AGL/66' MSL.

Rwy 26: Multiple trees beginning 1041' from DER, 285' right of centerline, up to 100' AGL/533'

MSL. Multiple trees beginning 1 NM from DER, 216' left of centerline, up to 100' AGL/435' MSL. OL AMOM 20' from DER, 466' right of centerline, 10' AGL/40' MSL.

Multiple OL poles, beginning 1.2 NM from DER, 1128' left of centerline, up to 100' AGL/222' MSL. Bush 321' from DER, 544' right of centerline, 8' AGL/33' MSL. Fence 85' from DER, 374' right of centerline, 5' AGL/25' MSL. AWYBN 1.2 NM from DER, 1516' left of centerline, 100' AGL/200' MSL.





DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Turn right as soon as practical. Climb in visual conditions direct CGL NDB or heading 276° to I-JDL W course/2 DME (visual conditions must be maintained from takeoff until established over CGL NDB or I-JDL W course/2 DME at or above 1000 MSL); Cross CGL NDB or I-JDL W course/2 DME at or above 1000 MSL, Thence

TAKE-OFF RUNWAY 26: Turn left heading 248° to CGL NDB or I-JDL W course/2 DME, Thence

. . . . then via I-JDL W course or 248° bearing from CGL NDB to BARLO INT/I-JDL 8 DME, Thence via (transition).

HAINES TRANSITION (JNU4.HNS): From over BARLO INT via HNS bearing 318° to HNS NDB.

LEVEL ISLAND TRANSITION (JNU4.LVD): From over BARLO INT via heading 113° and SSR R-046 to RADKY INT, then via SQM bearing 308° to SQM NDB, then via SQM NDB bearing 040° and LVD R-220 to LVD VOR/DME.

SISTERS ISLAND/ELEPHANT TRANSITION (JNU4.SSR): From over BARLO INT via SSR R-018 to SSR VORTAC, or from over BARLO INT via EEf bearing 017° to EEf NDB.

SUMNER STRAIT TRANSITION (JNU4.SQM): From over BARLO INT via heading 113° and SSR R-046 to RADKY INT, then via SQM bearing 308° to SQM NDB.

TAKEOFF OBSTACLES

Rwy 8: Multiple trees beginning 1470' from DER, 367' right of centerline, up to 50' AGL/66' MSL.

Rwy 26: Multiple trees beginning 1041' from DER, 285' right of centerline, up to 100' AGL/533' MSL. Multiple trees beginning 1 NM from DER, 216' left of centerline, up to 100' AGL/435' MSL. OL AMOM 20' from DER, 466' right of centerline, 10' AGL/40' MSL. Multiple OL poles, beginning 1.2 NM from DER, 1128' left of centerline, up to 100' AGL/222' MSL. Bush 321' from DER, 544' right of centerline, 8' AGL/33' MSL. Fence 85' from DER, 374' right of centerline, 5' AGL/25' MSL. AWYBN 1.2 NM from DER, 1516' left of centerline, 100' AGL/200' MSL.

LOC I-JDL
109.9
Chan **36**

APP CRS
068°

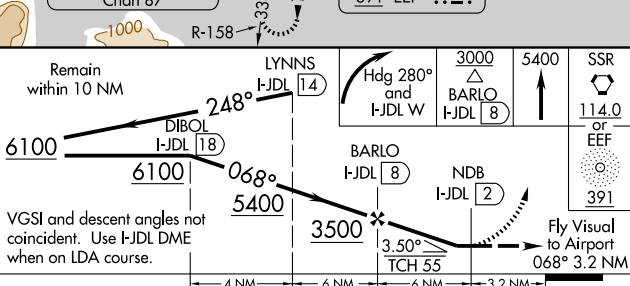
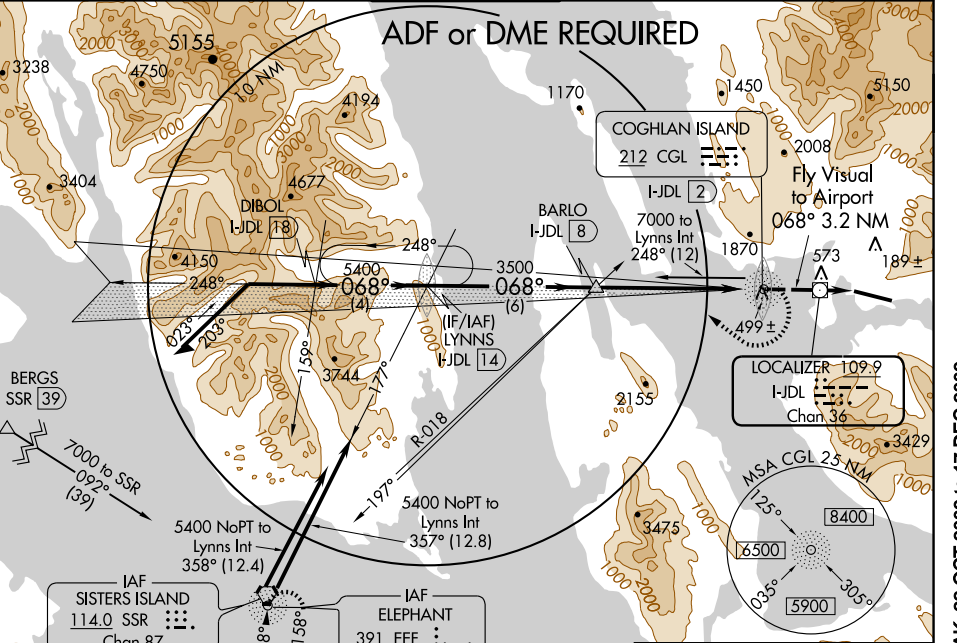
Rwy Idg
TDZE
21
Apt Elev
21

⚠ Circling NA north of Rwy 8/26. CAUTION: Any go-around after passing MAP will not provide standard obstruction clearance. For night circling, if runway lights not visible over MAP, execute missed approach.

MALSR
As

MISSED APPROACH: Immediate climbing right turn via heading 280° and I-JDL west course to cross BARLO Int/I-JDL 8 DME at or above 3000. Continue climb to 5400 direct SSR VORTAC or EEF NDB and hold.

ATIS 135.2	ANCHORAGE CENTER 133.9	JUNEAU TOWER★ 118.7 (CTAF) 278.3	GND CON 121.9	JUNEAU RADIO 122.2
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CATEGORY	A	B	C	D
S-8	2120-4 2099 (2100-4)	2700-4 2679 (2700-4)	3200-4 3179 (3200-4)	3440-4 3419 (3500-4)
CIRCLING	2120-4 2099 (2100-4)	2700-4 2679 (2700-4)	3200-4 3179 (3200-4)	3440-4 3419 (3500-4)
NIGHT MINIMUMS				
S-8	2120-4 2099 (2100-4)	2700-4 2679 (2700-4)	3200-4 3179 (3200-4)	3440-4 3419 (3500-4)
CIRCLING	3000-5 2979 (3000-5)	3000-10 2979 (3000-10)	3200-10 3179 (3200-10)	3440-10 3419 (3500-10)

ELEV 21

1514 ±

TDZE 21

TWR 107

637 ±

8457 X 150

4800 X 450

20W

25

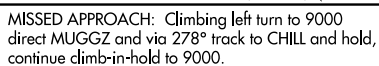
Fly Visual to Airport
068° 3.2 NM

REIL Rwy 26

HIRL Rwy 8-26

Knots	60	90	120	150	180
Min:Sec					

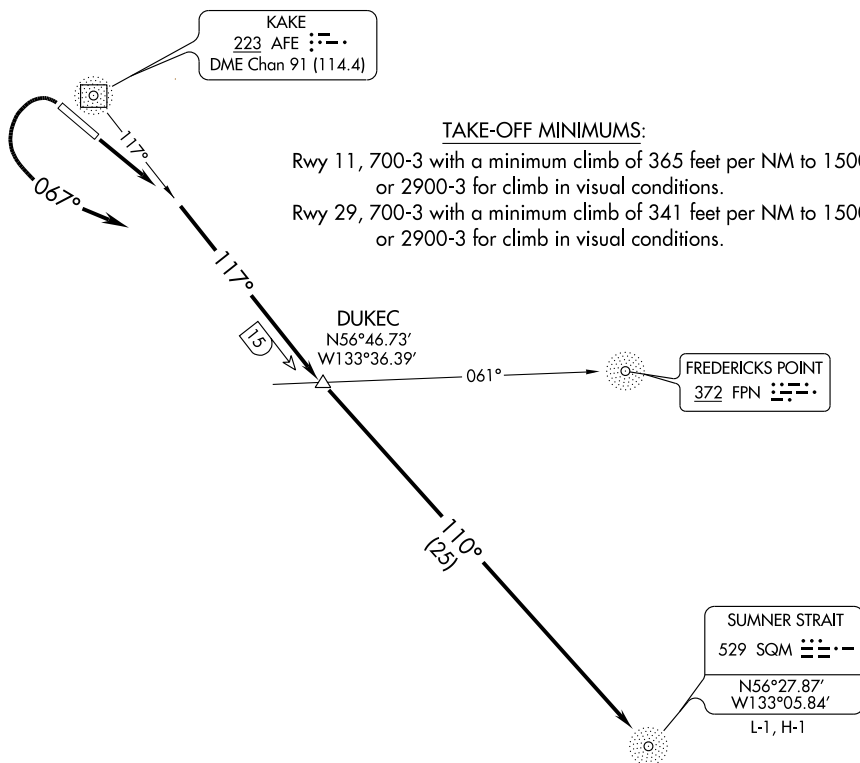
AK. 22 OCT 2009 to 17 DEC 2009

JUNEAU INTL (JNU)(PAJN)

KAKE TWO DEPARTURE (OBSTACLE)

ANCHORAGE CENTER
132.175

NOTE: Chart not to scale.

**TAKE-OFF OBSTACLES:**

- Rwy 11: Terrain beginning 324' from DER, 499' left of centerline, up to 399' MSL. Treeline beginning at DER, 330' right of centerline, up to 148' AGL/547' MSL.
- Rwy 29: Treeline beginning at DER, 312' left of centerline, up to 148' AGL/347' MSL. Treeline beginning 1055' from DER, on centerline, up to 148' AGL/247' MSL. Ship 1645' from DER, 916' left of centerline, up to 200' AGL/200' MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 11: Climb to 5000 via 117° bearing from AFE NDB/DME to DUKEC INT/15 DME, then on 110° course to SQM NDB, before proceeding on course, or climb in visual conditions to cross AFE NDB/DME at or above 2900 before proceeding on course.

TAKE-OFF RWY 29: Climbing left turn to 5000 via heading 067° and 117° bearing from AFE NDB/DME to DUKEC INT/15 DME, then on 110° course to SQM NDB, before proceeding on course, or climb in visual conditions to cross AFE NDB/DME at or above 2900 before proceeding on course.

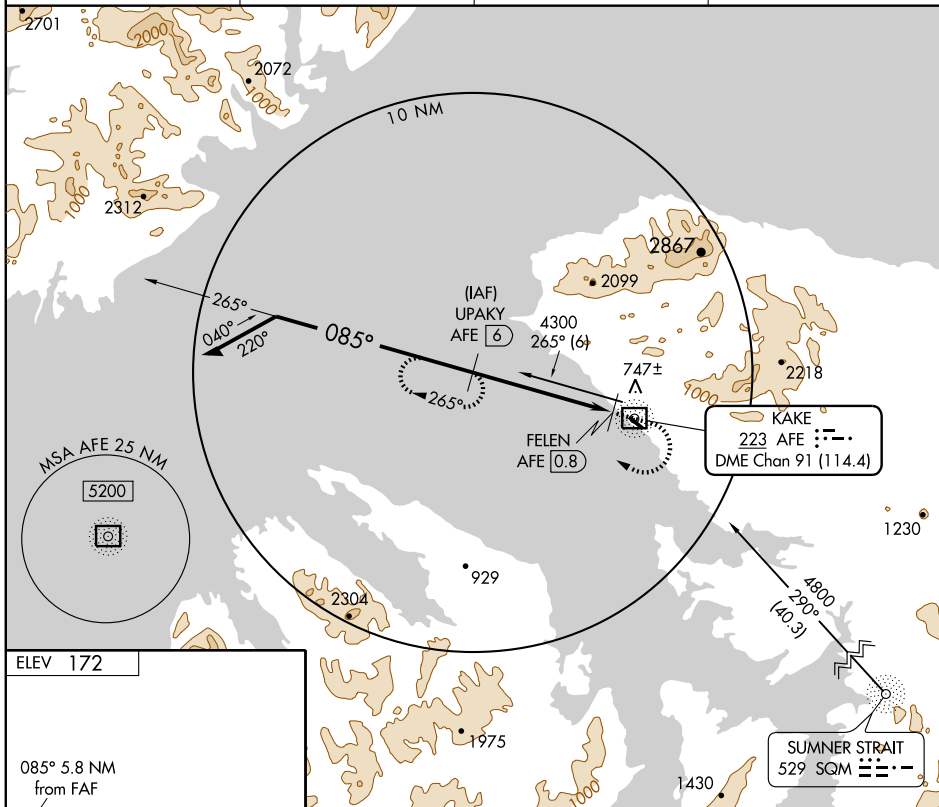
NDB/DME AFE	APP CRS	Rwy Idg	4000
223	085°	TDZE	166
Chan 91 (114.4)		Apt Elev	172

NDB/DME RWY 11

KAKE (AFE)(PAFE)

<p>▼ When VGSI inoperative, procedure NA at night. Circling NA north of Rwy 11-29. Visibility reduction by helicopters NA. When local altimeter setting not received, use Petersburg James A. Johnson altimeter setting and increase all MDAs 100 feet, and increase Cats B and C visibility ¼ mile.</p> <p>▲</p>	<p>MISSED APPROACH: Climb to 1200 then climbing right turn to 4300 via heading 325° and AFE bearing 265° to UPAKY/6 DME and hold.</p>
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AWOS-3 135.25	ANCHORAGE CENTER 132.175	SITKA RADIO 121.3 122.65	CTAF 122.9
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<p>085° 5.8 NM from FAF</p> <p>TDZE 166</p> <p>0.6°</p> <p>4000 x 100</p> <p>29</p>		<p>Remain within 10 NM</p> <p>UPAKY AFE 6</p> <p>4300</p> <p>265°</p> <p>085°</p> <p>2400</p> <p>3.59°</p> <p>TCH 41</p> <p>5.2 NM</p> <p>0.6</p> <p>VGSI and descent angles not coincident.</p>		<p>1200</p> <p>4300</p> <p>HDG 325°</p> <p>AFE BRG 265°</p> <p>UPAKY AFE 6</p> <p>FELEN AFE 0.8</p> <p>NDB</p>
CATEGORY	A	B	C	D
S-11	1100-1¼ 934 (1000-1¼)		1100-2¾ 934 (1000-2¾)	NA
CIRCLING	1100-1¼ 928 (1000-1¼)		1100-2¾ 928 (1000-2¾)	NA

APP CRS
094°

Rwy Idg	4000
TDZE	166
Apt Elev	172

RNAV (GPS) RWY 11
KAKE (AFE)(PAFE)



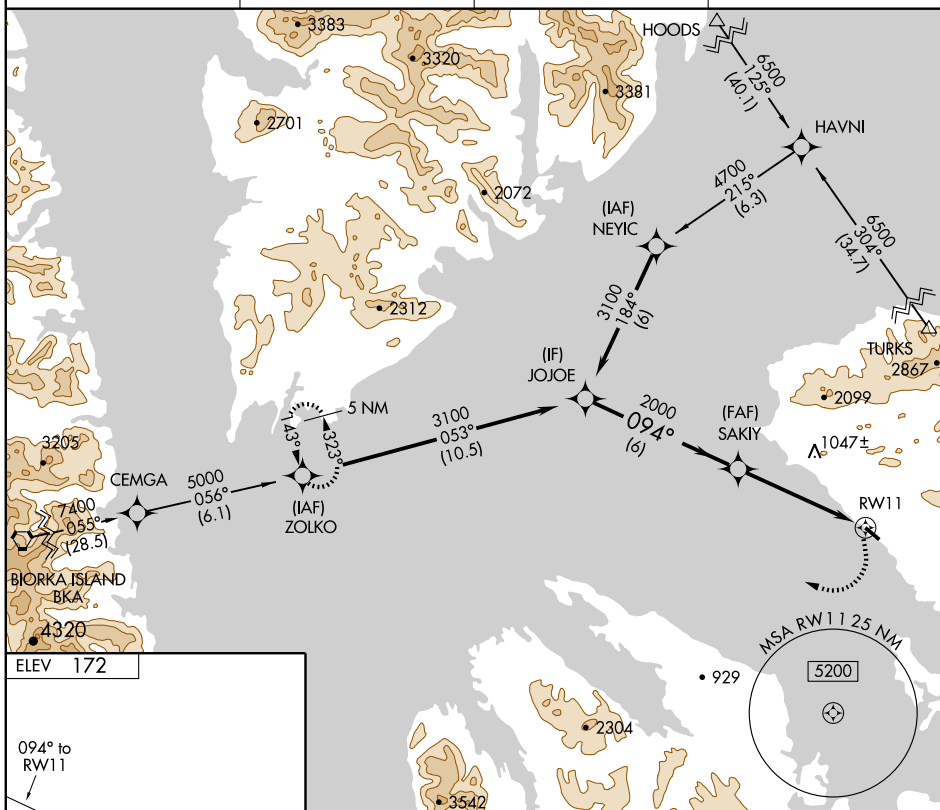
When VGSI inoperative, procedure NA at night. Circling NA north of Rwy 11-29. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Petersburg James A. Johnson altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing right turn to 5000 direct ZOLKO and hold.

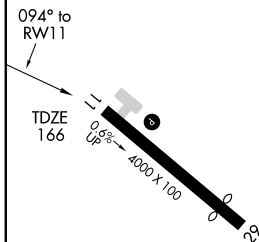
AWOS-3
135.25

ANCHORAGE CENTER
132.175

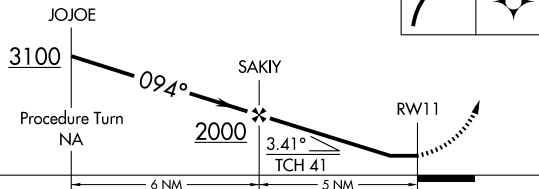
SITKA RADIO
121.3 122.65

CTAF
122.9 **L**

AK. 22 OCT 2009 to 17 DEC 2009



VGS1 and descent angles not coincident



CATEGORY	A	B	C	D
LNAV MDA	1120-1¼ 954 (1000-1¼)	1120-1½ 954 (1000-1½)	1120-3 954 (1000-3)	NA
CIRCLING	1120-1¼ 948 (1000-1¼)	1120-1½ 948 (1000-1½)	1120-3 948 (1000-3)	NA

REIL Rwy 11 **L**
MIRL Rwy 11-29 **L**

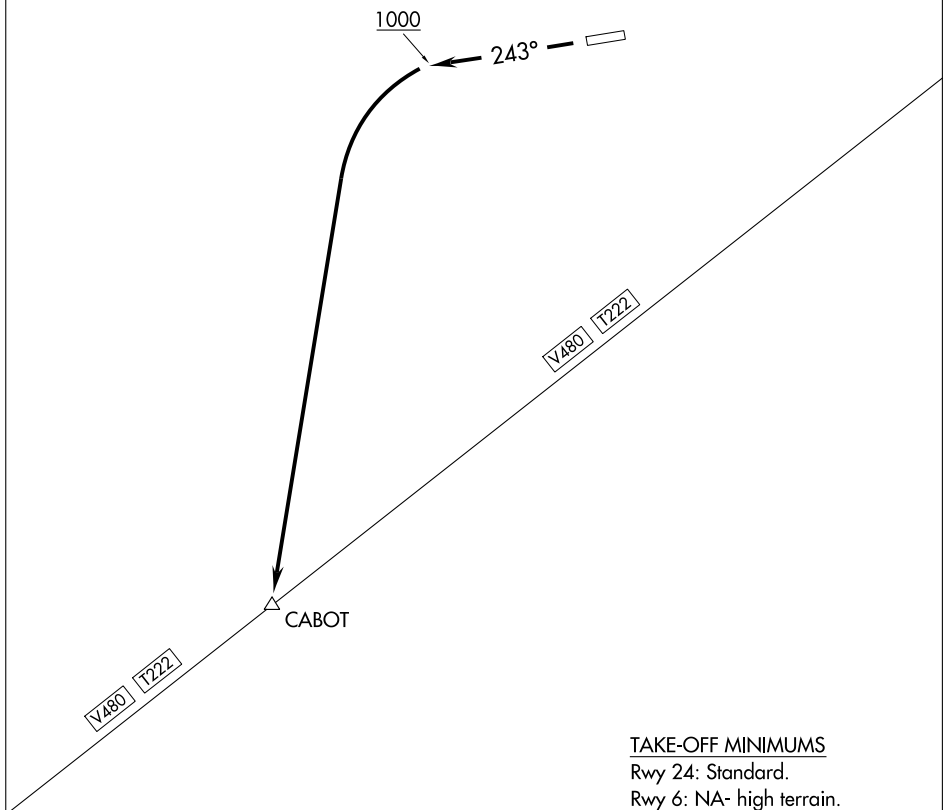
CABOT ONE DEPARTURE (RNAV)

ANCHORAGE CENTER

118.15 251.05

ASOS 119.025

CTAF 122.8

TAKE-OFF OBSTACLE NOTES

Rwy 24: Numerous trees beginning 1000' from DER, on centerline, up to 100' AGL/154' MSL.

Numerous trees beginning 750' from DER, 500' right of centerline, up to 100' AGL/154' MSL.

Numerous trees beginning 960' left of centerline, up to 100' AGL/154' MSL.

NOTE: GPS required.

NOTE: RNAV 1.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 24: Climb heading 243° to 1000, then direct CABOT, maintain 4000 or as assigned by ATC.

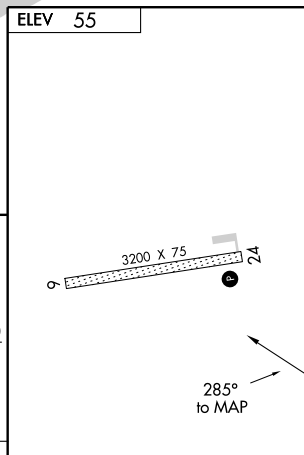
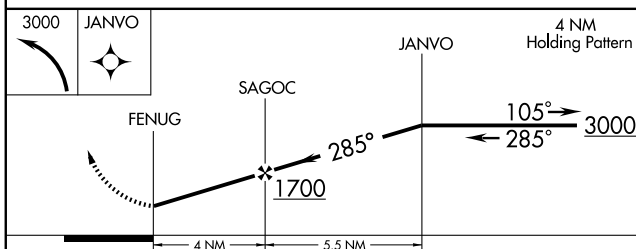
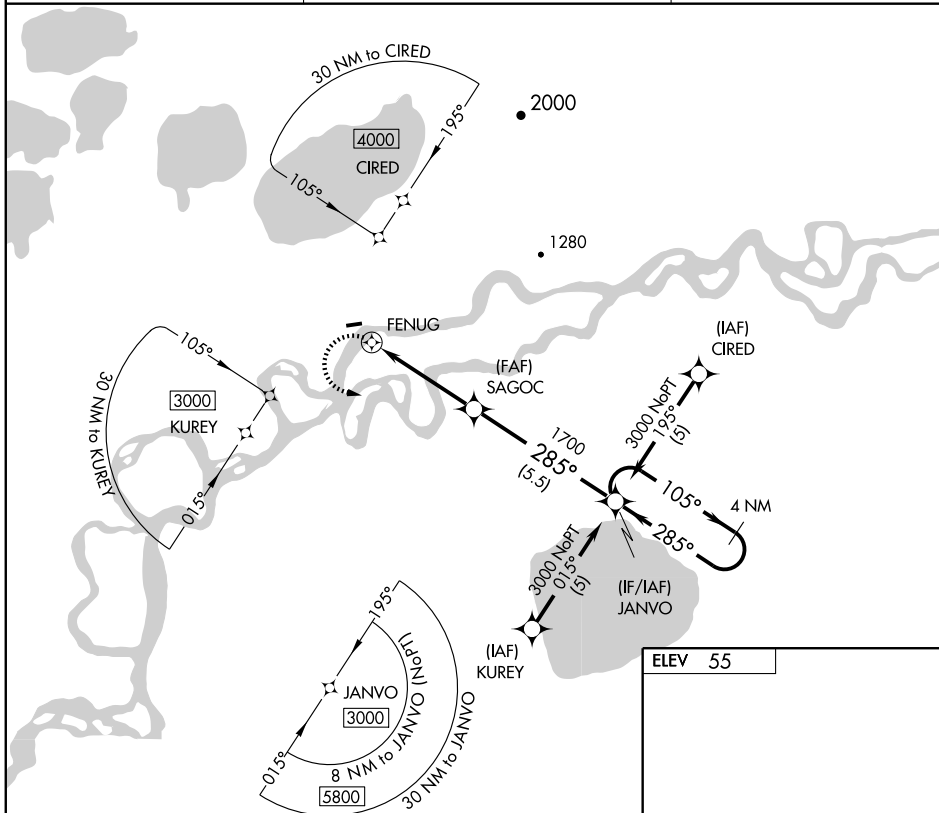
APP CRS 285°	Rwy Idg TDZE Apt Elev	N/A N/A 55
------------------------	-----------------------------	---------------------------------------

RNAV (GPS)-A
KALSAG (KLG)(PALG)

- T** Circling NA northwest of Rwy 6-24. DME/DME RNP-0.3 NA.
A If local altimeter setting not received, use ANIAK altimeter setting and increase all MDA's 60 feet.

MISSED APPROACH: Climbing left turn to 3000 direct JANVO WP and hold.

ASOS 119.025	ANCHORAGE CENTER 118.15 251.05	UNICOM 122.8 (CTAF) 0
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APP CRS	Rwy Idg	3200
063°	TDZE	55
	Apt Elev	55

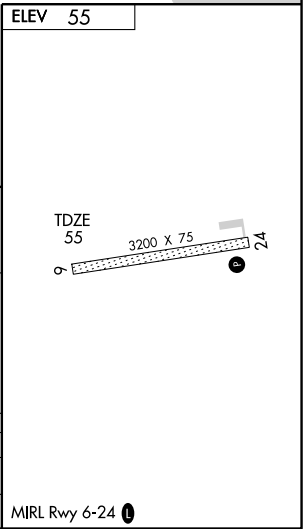
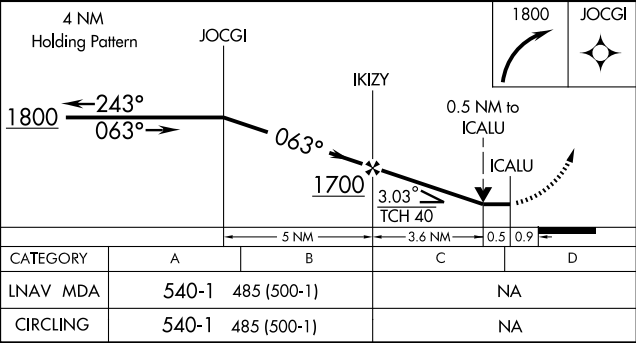
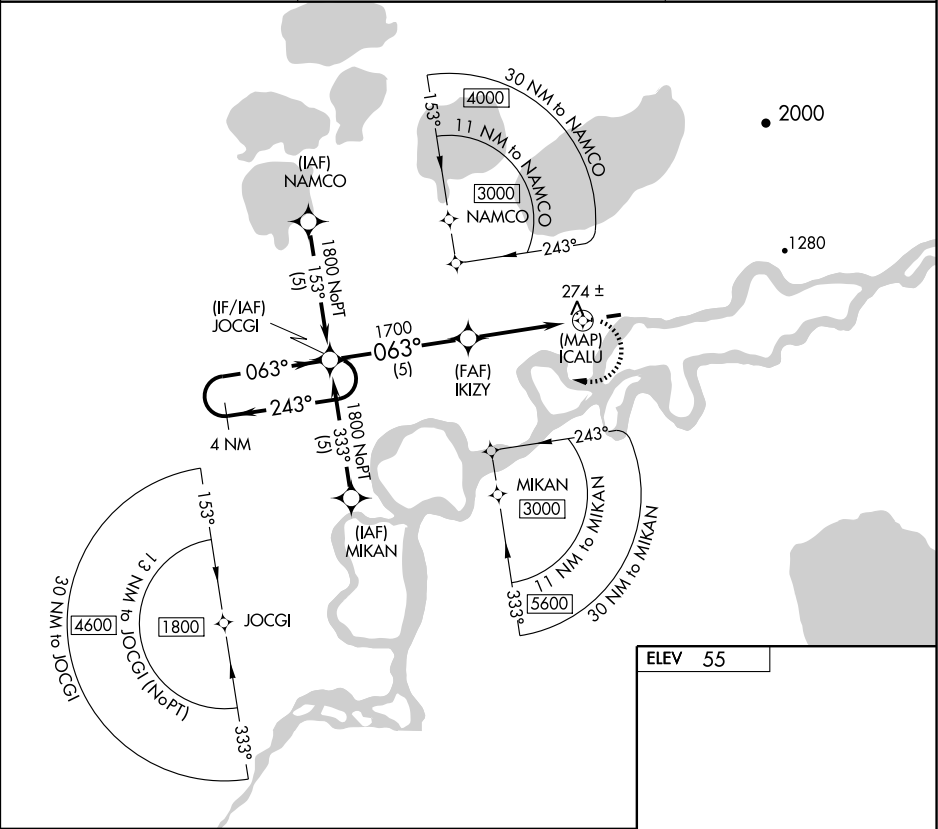
RNAV (GPS) RWY 6

KALSAG (KLG)(PALG)

⚠ Circling NA northwest of Rwy 6-24. DME/DME RNP-0.3 NA. If local altimeter setting not received, use ANIAK altimeter setting and increase all MDA's 60 feet. VDP NA when using ANIAK altimeter setting.

MISSED APPROACH: Climbing right turn to 1800 direct JOCGI WP and hold.

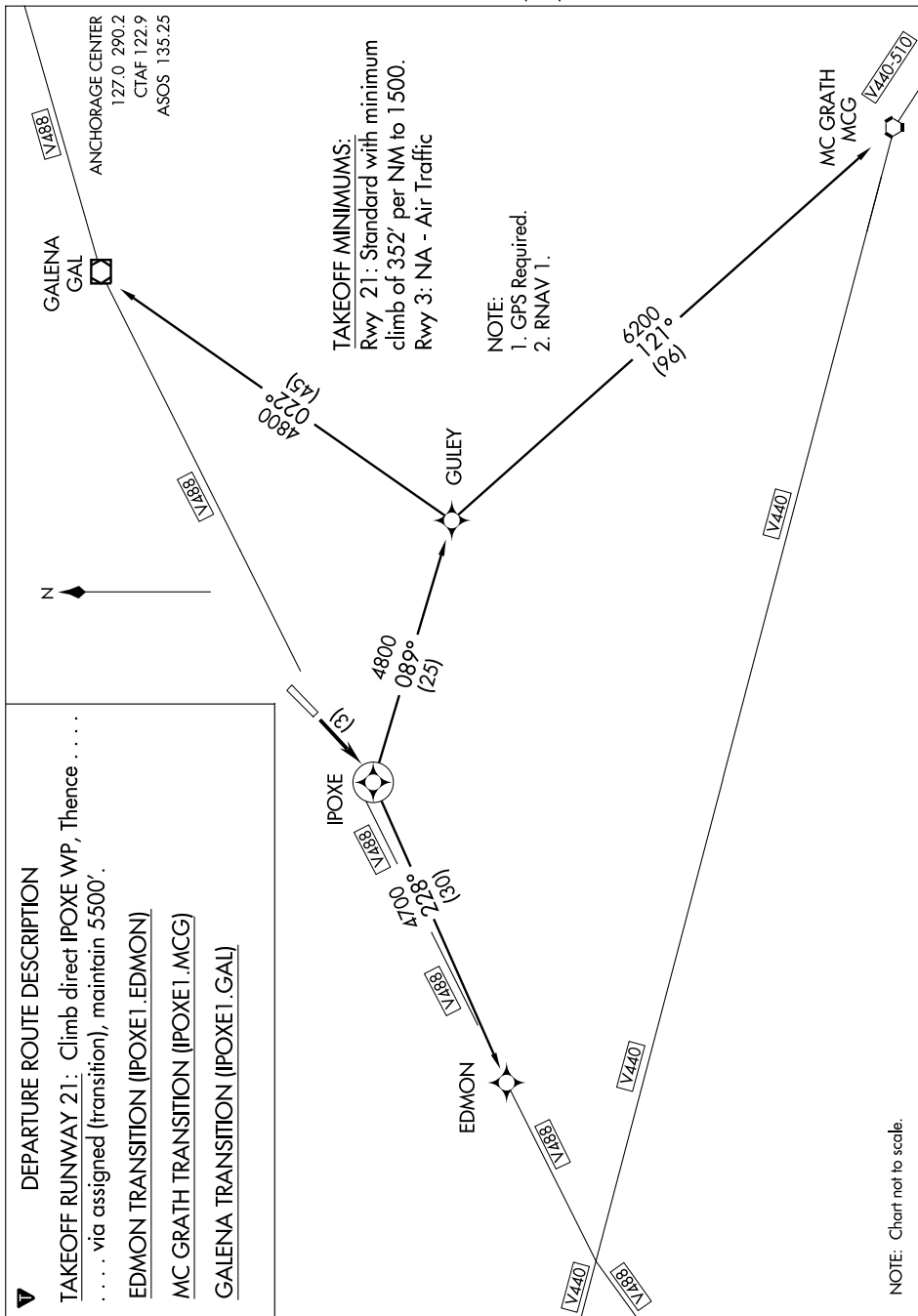
ASOS 119.025	ANCHORAGE CENTER 118.15 251.05	UNICOM 122.8 (CTAF) 0
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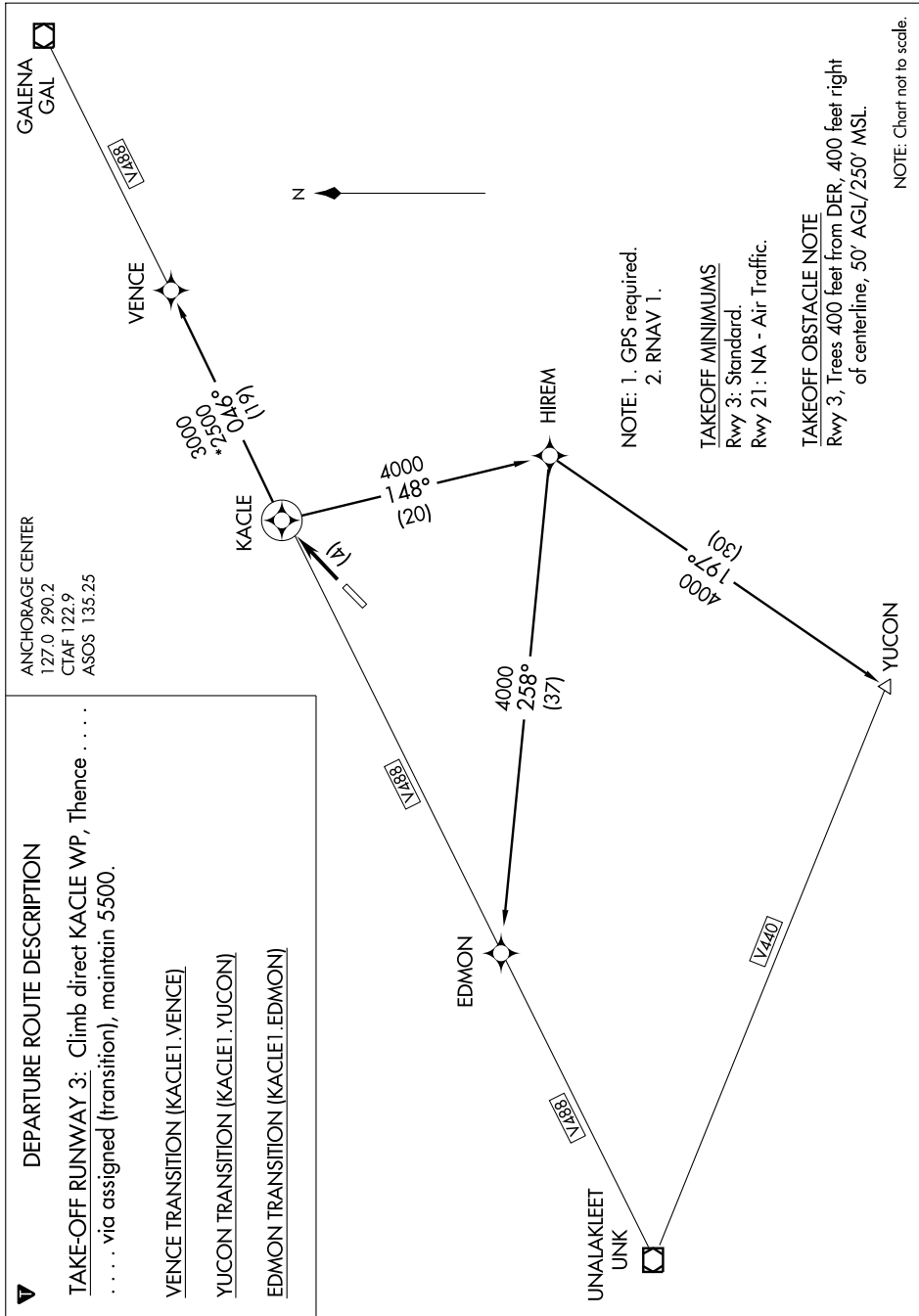


IPOXE ONE DEPARTURE (RNAV)

SL-10158 (FAA)

KALTAG, ALASKA





▼

▲

Visibility reduction by helicopters NA.

DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing right turn to 4600 direct KUTTE and hold, continue climb-in-hold to 4600.

ASOS 135.25	ANCHORAGE CENTER 127.0 290.2	CTAF 122.9 0
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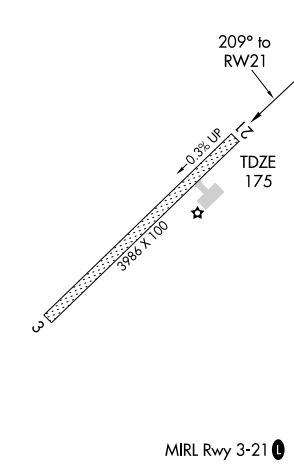
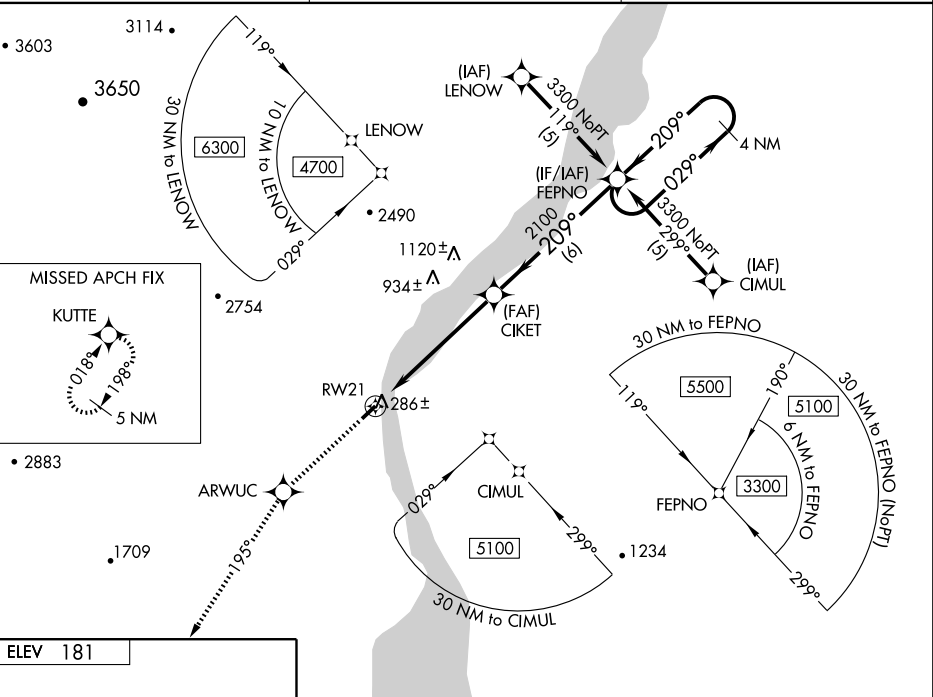
CATEGORY	A	B	C	D
LNAV MDA	1280-1¼ 1099 (1100-1¼)	1280-1½ 1099 (1100-1½)	1280-3 1099 (1100-3)	NA
CIRCLING	1280-1¼ 1099 (1100-1¼)	1280-1½ 1099 (1100-1½)	1280-3 1099 (1100-3)	NA

AK. 22 OCT 2009 to 17 DEC 2009

MIRL Rwy 3-21 0

MISSED APPROACH: Climb to 4600 direct ARWUC and via track 195° to KUTTE and hold, continue climb-in-hold to 4600.

ASOS 135.25	ANCHORAGE CENTER 127.0 290.2	CTAF 122.9 0
-----------------------	--	------------------------



CATEGORY	A	B	C	D
LPV DA	493-1	318 (400-1)		NA
LNAV/VNAV DA	598-1½	423 (500-1½)		NA
LNAV MDA	960-1 785 (800-1)	960-1¼ 785 (800-1¼)	960-2¼ 785 (800-2¼)	NA
CIRCLING	960-1 779 (800-1)	960-1¼ 779 (800-1¼)	960-2¼ 779 (800-2¼)	NA

AIRPORT DIAGRAM

AL-1235 (FAA)

KENAI MUNI (ENA) (PAEN)
KENAI, ALASKA

ATIS

120.3

KENAI TOWER ★

121.3 239.3

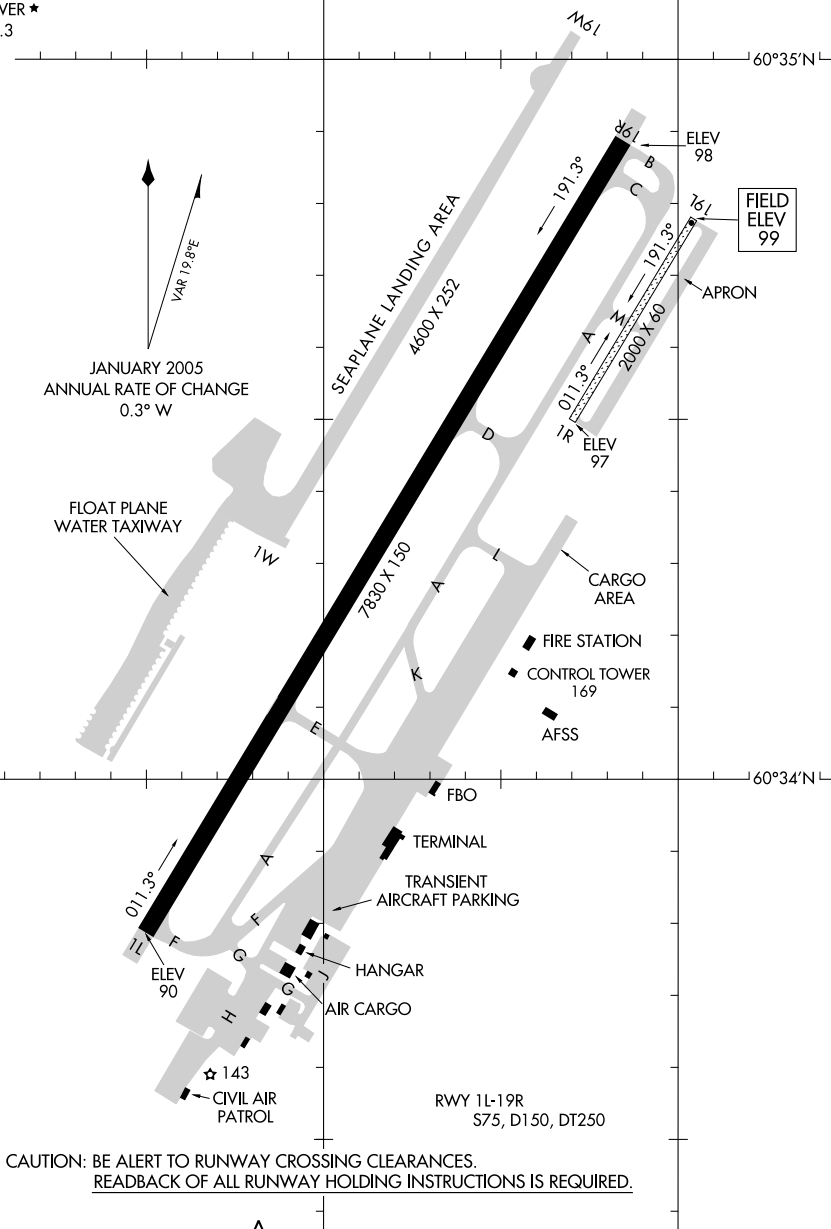
GND CON

121.9

D

JANUARY 2005
ANNUAL RATE OF CHANGE
0.3° W

FLOAT PLANE
WATER TAXIWAY



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

151°16'W

220° N 151°15'W

151°14'W

LOC I-ENA <u>108.9</u>	APP CRS 192°	Rwy Idg 7830 TDZE 99 Apt Elev 99
----------------------------------	------------------------	---

ILS or LOC RWY 19R
KENAI MUNI (ENA) (PAEN)

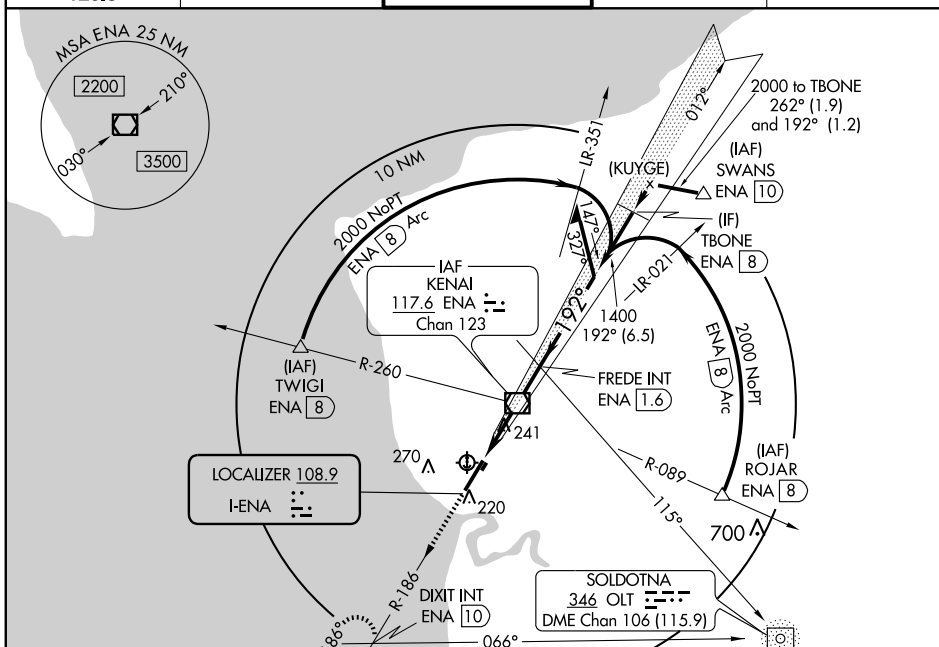
V **RVR 1800 authorized with the use of FD or AP or HUD to DA.
A ADF or DME required. DME from ENA VOR/DME.
 If local altimeter setting not received, use Soldotna altimeter setting
 and increase all DAs 22 feet and all MDAs 40 feet.

MALSR

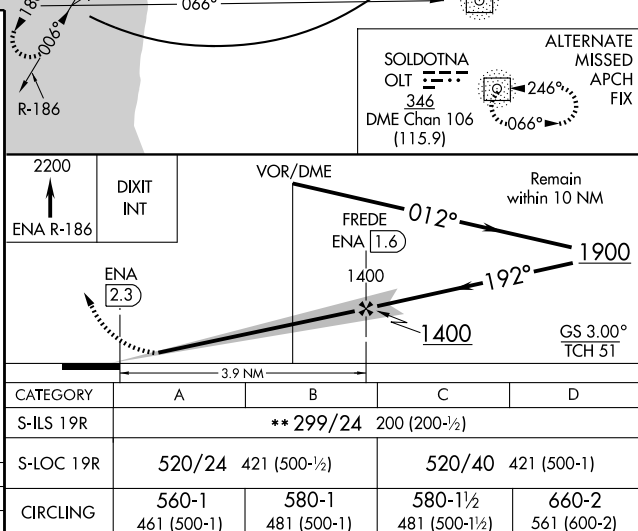


MISSED APPROACH: Climb to 2200 via
ENA VOR/DME R-186 to DIXIT INT/
ENA VOR/DME 10 DME and hold.

ATIS 120.3	ANCHORAGE CENTER 125.7 379.1	KENAI TOWER* 121.3 (CTAF) 0 239.3	GND CON 121.9	KENAI RADIO 122.65
----------------------	--	---	-------------------------	------------------------------



	FAF to MAP 3.9 NM				
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18



AL-1235 (FAA)

WAAS CH 69404 W01A	APP CRS 012°	Rwy Idg 7830 TDZE 94 Apt Elev 99
--	------------------------	---

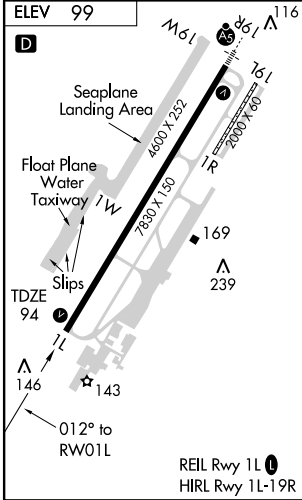
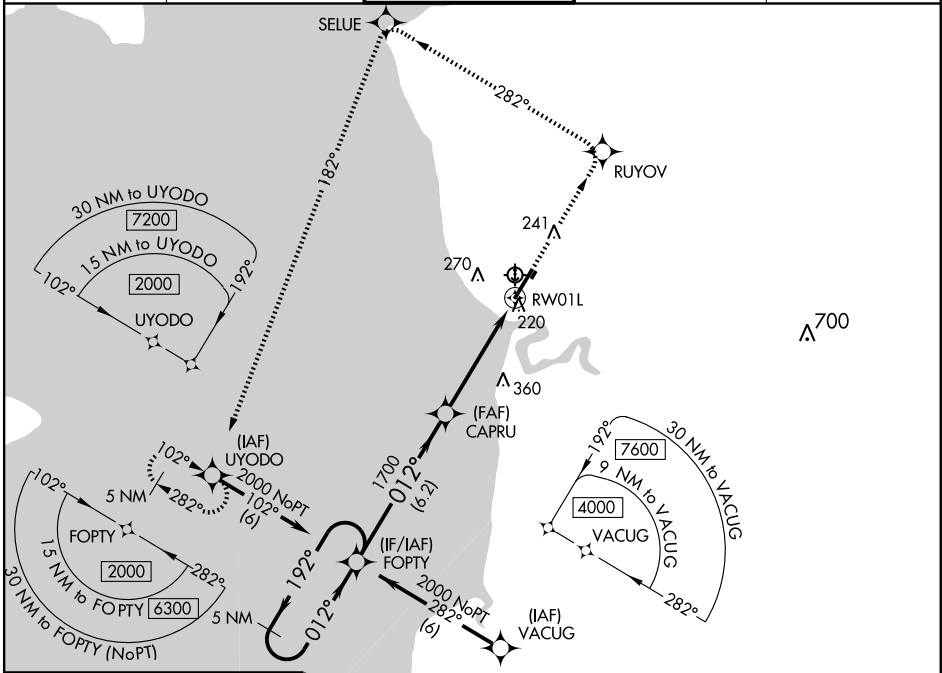
RNAV (GPS) RWY 1L

KENAI MUNI (EÑA) (PAEN)

A **BARO-VNAV NA** when using **Soldotna** altimeter setting. For uncompensated **BARO-VNAV** systems, **LNNAV/VNAV NA** below -25°C (-13°F) or above 48°C (118°F). **DME/DME RNP-0.3 NA**. Visibility reduction by helicopters **NA**. If local altimeter setting not received, use **Soldotna** altimeter setting and increase all **DAs** 22 feet and all **MDAs** 40 feet.

MISSED APPROACH: Climb to 2000 direct RUYOV and via 282° track to SELUE and left turn via 182° track to UYODO and hold.

ATIS 120.3	ANCHORAGE CENTER 125.7 379.1	KENAI TOWER ★ 121.3 (CTAF) 0 239.3	GND CON 121.9	KENAI RADIO 122.65
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5 NM Holding Pattern Holding Pattern		2000 ↑	RUYOV ✧	282° TRK ✧	SELUE ✧	182° TRK ↷	UYODO ✧
CATEGORY	A	B	C	D			
LPV DA	360-1 266 (300-1)						
RNAV/ VNAV DA	481-1¼ 387 (400-1¼)						
RNAV MDA	500-1 406 (500-1)			500-1¼ 406 (500-1¼)			
CIRCLING	560-1 461 (500-1)	580-1 481 (500-1)	580-1½ 481 (500-1½)	660-2 561 (600-2)			

AK 22 OCT 2009 to 17 DEC 2009

WAAS CH 99504 W19A	APP CRS 192°	Rwy Idg 7830 TDZE 99 Apt Elev 99
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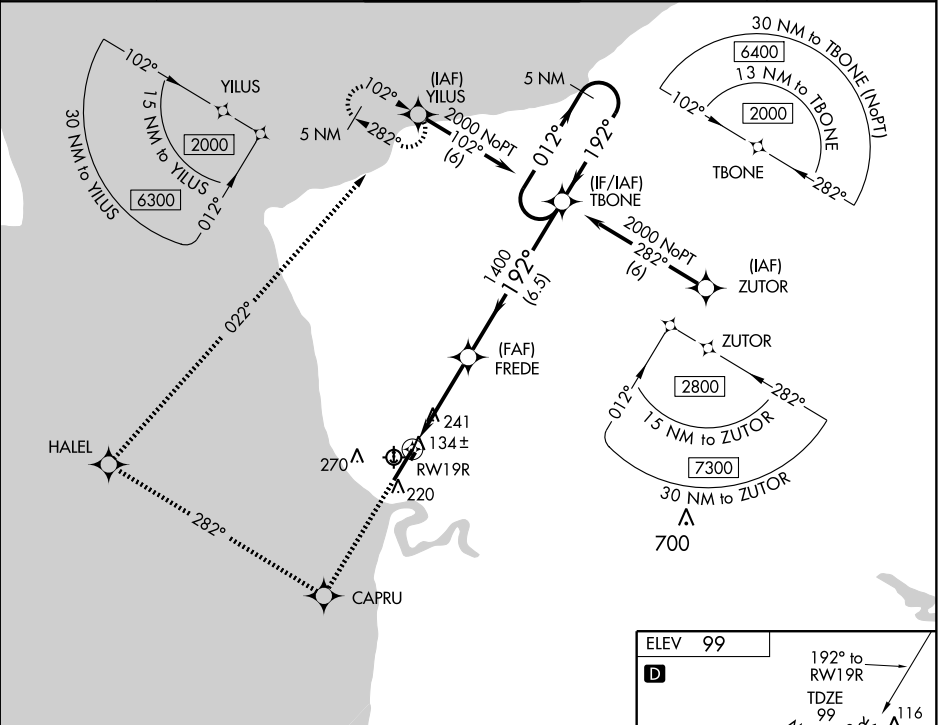
RNAV (GPS) RWY 19R

KENAI MUNI (ENA) (PAEN)

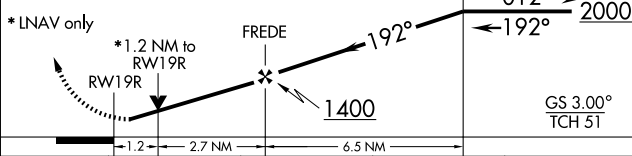
For inoperative MALSR increase LNAV/VNAV visibility to RVR 5000, and LNAV Cat D visibility to RVR 6000. BARO-VNAV NA when using Soldotna altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA when using Soldotna altimeter setting. If local altimeter setting not received, use Soldotna altimeter setting and increase all DAs 22 feet and all MDAs 40 feet.

MALSR MISSED APPROACH: Climb to 2000 direct CAPRU, and via 282° track to HALEL, and right turn VIA 022° track to YILUS and hold.

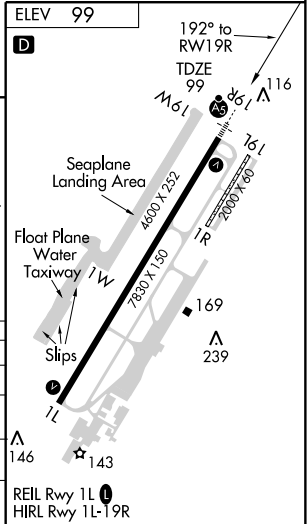
ATIS 120.3	ANCHORAGE CENTER 125.7 379.1	KENAI TOWER★ 121.3 (CTAF) 239.3	GND CON 121.9	KENAI RADIO 122.65
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2000	CAPRU	282° TRK	HALEL	YILUS	5 NM Holding Pattern
------	-------	----------	-------	-------	----------------------



CATEGORY	A	B	C	D
LPV DA	349/24 250 (300-½)			
LNAV/ VNAV DA	384/24 285 (300-½)			
LNAV MDA	520/24 421 (500-½)	520/40 421 (500-¾)	520/50 421 (500-1)	384/40 285 (300-¾)
CIRCLING	560-1 461 (500-1)	580-1 481 (500-1)	580-1½ 481 (500-1½)	660-2 561 (600-2)



▼

▲

If local altimeter setting not received, use Soldotna altimeter setting and increase all MDAs 40 feet.

Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct ENA VOR/DME then via ENA VOR/DME R-017 to SWANS/10 DME and hold.

ATIS 120.3	ANCHORAGE CENTER 125.7 379.1	KENAI TOWER★ 121.3 (CTAF) 239.3	GND CON 121.9	KENAI RADIO 122.65
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15 NM

KENAI 117.6 ENA Chan 123

270 241 220 2200 to Dixit 186° (10) 360

DOKKA ENA 6

(IAF) ACIGE ENA 20 R-214

(IAF) DIXIT ENA 10 R-192

(IAF) BEYAY ENA 24 R-186

(IF) JASGO ENA 20

(ADEYU)

2200 NoPT 056° (3.4) and 006° (1.7)

2200 NoPT 332° (17.4)

SOLDOTNA 346 OLT DME Chan 106 (115.9)

R-066

MISSED APCH FIX

R-017

SWANS ENA 10

720

MSA ENA 25 NM

2200 210° 030° 3500

Procedure NA for arrivals at HOM VOR/DME via V438 southbound.

IAF HOMER 114.6 HOM Chan 93

R-332

EKAYU HOM 20

3500 332° (20)

Remain within 10 NM

DIXIT ENA 10

2200 186° 006° 2200

3.02° TCH 52

900

4 NM 2.4 NM

DOKKA ENA 6

2000 ENA 117.6

ENA R-017

SWANS ENA 10

ENA 3.6

CATEGORY	A	B	C	D
S-1L	480-1 386 (400-1)			480-1½ 386 (400-1½)
CIRCLING	560-1 461 (500-1)	580-1 481 (500-1)	580-1½ 481 (500-1½)	660-2 561 (600-2)

ELEV 99

D

M6L 116

Seaplane Landing Area

Float Plane Water Taxiway

Slips

TDZE 94

146 143

006° 6.4 NM from FAF

169 239

4600 X 150

7800 X 150

2000 NoPT

REIL Rwy 1L 19R

AK 22 OCT 2009 to 17 DEC 2009

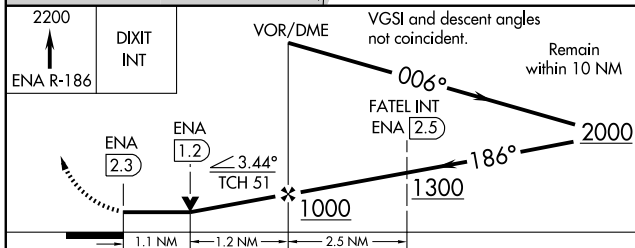
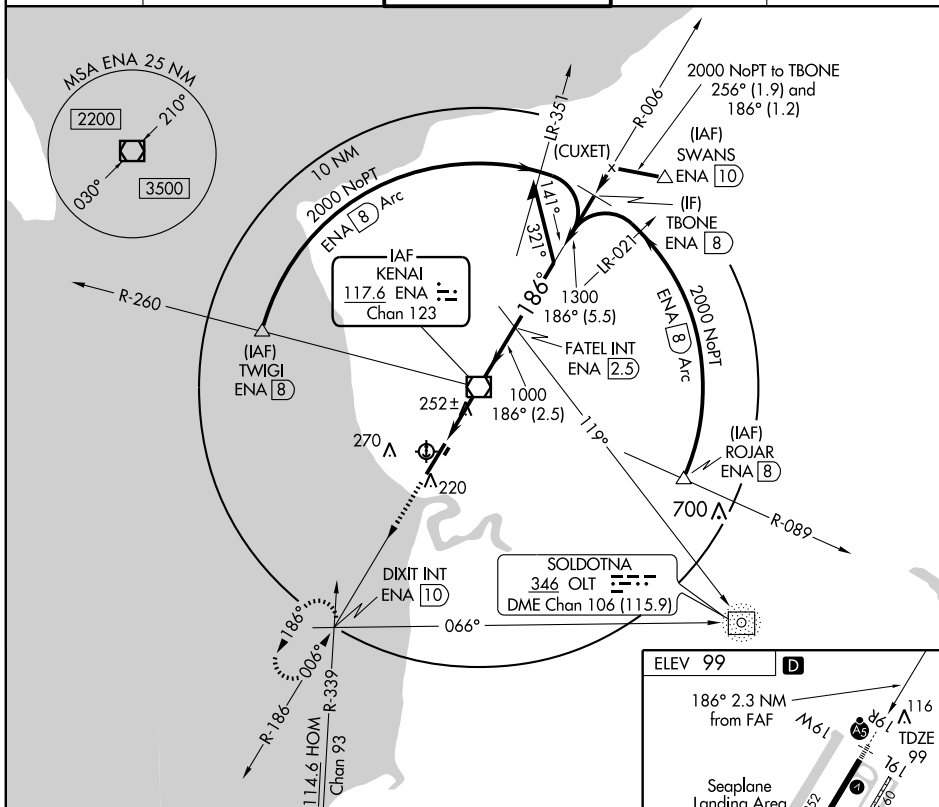
VOR RWY 19R
KENAI MUNI (ENA) (PAEN)

MALSR

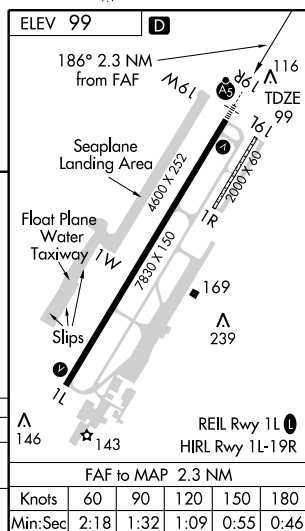
MISSED APPROACH: Climb to 2200 via
ENA VOR/DME R-186 to DIXIT INT/
KENAI 10 DME and hold.

KENAI TOWER ★
121.3 (CTAF) **L** 239.3

KENAI RADIO
122.65



CATEGORY	A	B	C	D
S-19R	520/24	421 (500-½)	520/40 421 (500-¾)	520/50 421 (500-1)
CIRCLING	560-1 461 (500-1)	580-1 481 (500-1)	580-1½ 481 (500-1½)	660-2 561 (600-2)



AIRPORT DIAGRAM

AL-6053 (FAA)

KETCHIKAN INTL (KTN)(PAKT)
KETCHIKAN, ALASKA

55° 22' N

ATIS
134.45

750 X
150

ELEV
82

B

113.6°

Δ 117



JANUARY 2005
ANNUAL RATE OF CHANGE
0.3° W

B

7500 X 150

RWY 11-29
S75, D200, DT300

(H)

A C

121

55° 21' N

293.6°

FIELD
ELEV
89

200 X
150

502
Δ

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

131° 43' W

131° 42' W

AK 22 OCT 2009 to 17 DEC 2009

LOC/DME I-ECH
109.3
Chan **30**

APP CRS
115°

Rwy Idg **7500**
TDZE **88**
Apt Elev **88**

KETCHIKAN INTL (KTN)(PAKT)

For inoperative MALS, increase **S-ILS 11 visibility to RVR 6000 and S-LOC Cat A visibility to RVR 5000. ADF required.

**RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALS

MISSED APPROACH: Climb to 5000 direct CMJ NDB and via 124° bearing from CMJ NDB to UCARU/I-ECH 6.6 DME and via ANN VOR/DME R-338 to ANN VOR/DME and hold.

ATIS * **134.45**

ANCHORAGE CENTER **118.5 284.6**

KETCHIKAN RADIO **123.6** (CTAF) **0**

Use I-ECH DME when on localizer course.

Remain within 10 NM

GS 3.00° TCH 50

COGOX I-ECH **13.5**

4600

295°

115°

4100

*1200

8.7 NM

1 NM

2.4 NM

5000 CMJ 124° 396

UCARU I-ECH **6.6**


ANN R-338 117.1

*LOC only

CATEGORY	A	B	C	D
##S-ILS 11		288/24	200 (300-½)	
**S-ILS 11		477/40	389 (900-¾)	
S-LOC 11	900/40	812 (900-¾)	900-2 812 (900-2)	900-2½ 812 (900-2½)

AK 22 OCT 2009 to 17 DEC 2009

ILS or LOC/DME Z RWY 11
KETCHIKAN INTL (KTN)(PAKT)

MALSR 	MISSED APPROACH: Climb to 5000 direct CMJ NDB and via 124° bearing from CMJ NDB to UCARU/I-ECH 6.6 DME and via ANN VOR/DME R-338 to ANN VOR/DME and hold.
---	--

IF MUSUE
Max 195 KIAS

PUTIY
WETOL
I-ECH [8.4]

OYECU
I-ECH [4.8]

CLAM COVE
396 CMJ

UCARU
I-ECH [6.6]

NICHOLS
266 ICK

IAF ANNETTE ISLAND
117.1 ANN
Chan 118

LOCALIZER 109.3
I-ECH
Chan 30

ALTERNATE MISSED APCH FIX

NICHOLS
266 ICK

S-ILS 11 missed approach obstructions
require a minimum climb gradient of
305 FT/NM to 4000

S-LOC 11 missed approach obstructions
require a minimum climb gradient of
235 FT/NM to 4000

If unable to comply with
climb gradients, use
LOC/DME X Rwy 11.

Procedure NA for arrivals
at ANN VOR/DME via
airway radials 290 CW 309.

ELEV 88

115° 7 NM from FAF

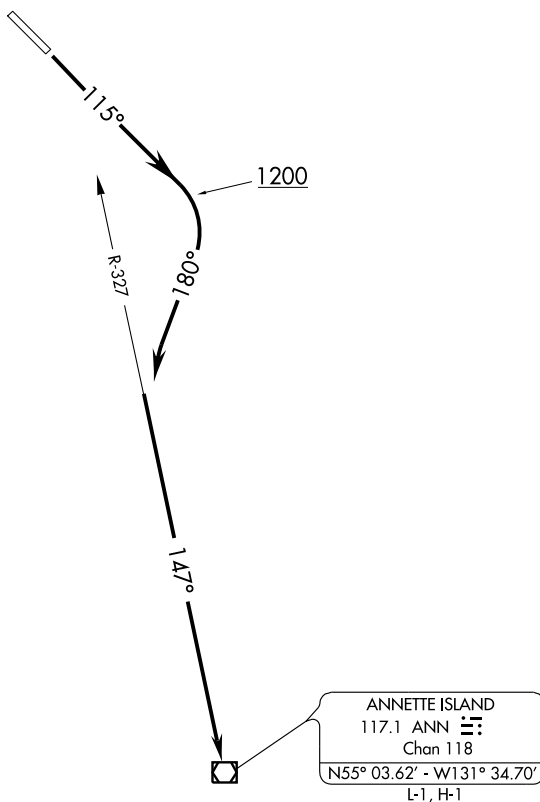
HIRL Rwy 11-29 **L**

Use I-ECH DME when on the localizer course.

CATEGORY	A	B	C	D
S-ILS 11		#288/24	200 (200-½)	
S-LOC 11	900/40	812 (900-¾)	900-2 812 (900-2)	900-2¼ 812 (900-2¼)
CIRCLING	NA			

KETCHIKAN FIVE DEPARTURE (OBSTACLE)

ATIS ★ 134.45
ANCHORAGE CENTER
118.5 284.6
CTAF 123.6
UNICOM 122.95

**TAKE-OFF MINIMUMS:**

Rwy 11, 300-1 with a minimum climb of 340 feet
per NM to 3400.
Rwy 29, NA - ATC.

TAKE-OFF OBSTACLES:

Rwy 11, Multiple trees beginning 678' from DER, 13' right of centerline, up to 148' AGL/344' MSL. Multiple trees and obstacle light on tower beginning 691' from DER, 210' left of centerline, up to 148' AGL/547' MSL.

NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

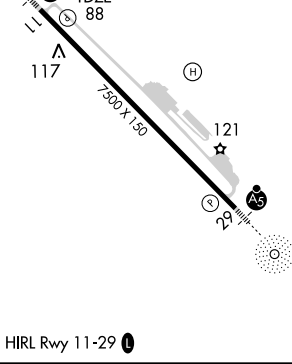
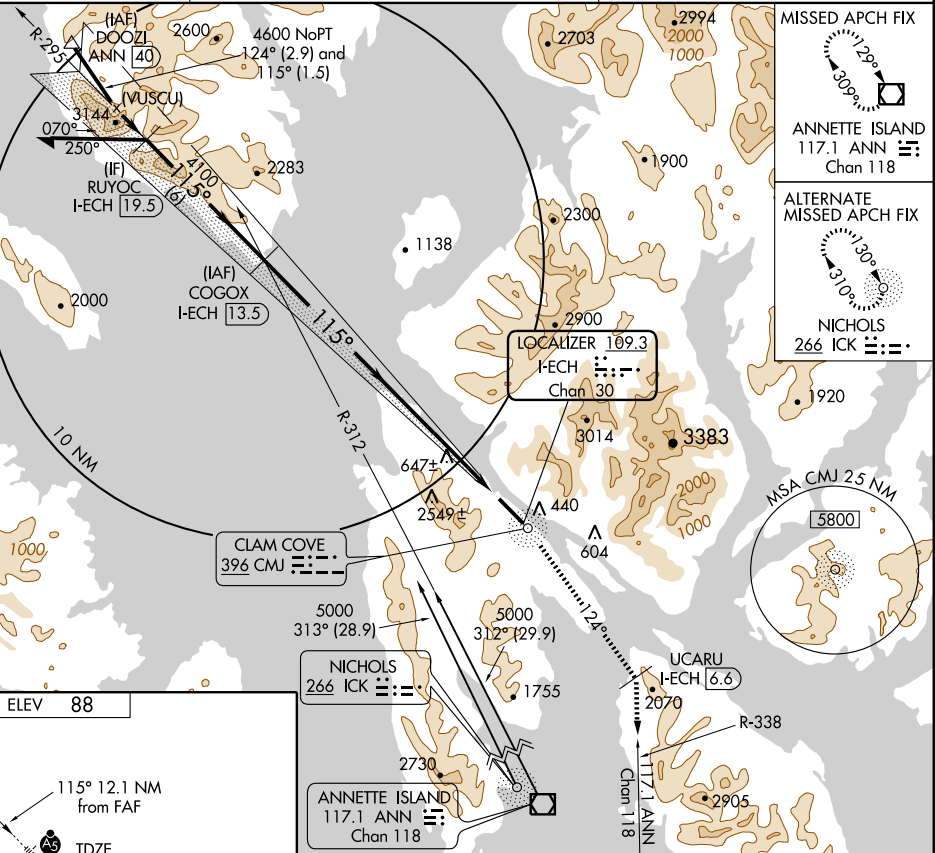
TAKE-OFF RUNWAY 11: Climb heading 115° to 1200, then climbing right turn to 5000 via heading 180° to intercept ANN R-327 to ANN VOR/DME before proceeding on course.

LOC/DME I-ECH 109.3 Chan 30	APP CRS 115°	Rwy Idg 7500 TDZE 88 Apt Elev 88
---	------------------------	---

LOC/DME X RWY 11
KETCHIKAN INTL (KTN)(PAKT)

<p>⚠ Circling NA at night. ⚠ Inoperative table does not apply. ADF required.</p>	<p>MALSR </p>	<p>MISSED APPROACH: Climb to 5000 direct CMJ NDB and via 124° bearing from CMJ NDB to UCARU/I-ECH 6.6 DME and via ANN VOR/DME R-338 to ANN VOR/DME and hold.</p>
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ATIS * 134.45	ANCHORAGE CENTER 118.5 284.6	KETCHIKAN RADIO 123.6 (CTAF) 0
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Remain within 10 NM				
Use I-ECH DME when on localizer course.				
6.9 NM 5.2 NM				
CATEGORY	A	B	C	D
S-11	1780/60 1692 (1700-1¼)	1780-1½ 1692 (1700-1½)	1780-3	1692 (1700-3)
CIRCLING	2440-1¼ 2352 (2400-1¼)	2700-1½ 2612 (2700-1½)	2900-3 2812 (2900-3)	3280-3 3192 (3200-3)

AK. 22 OCT 2009 to 17 DEC 2009

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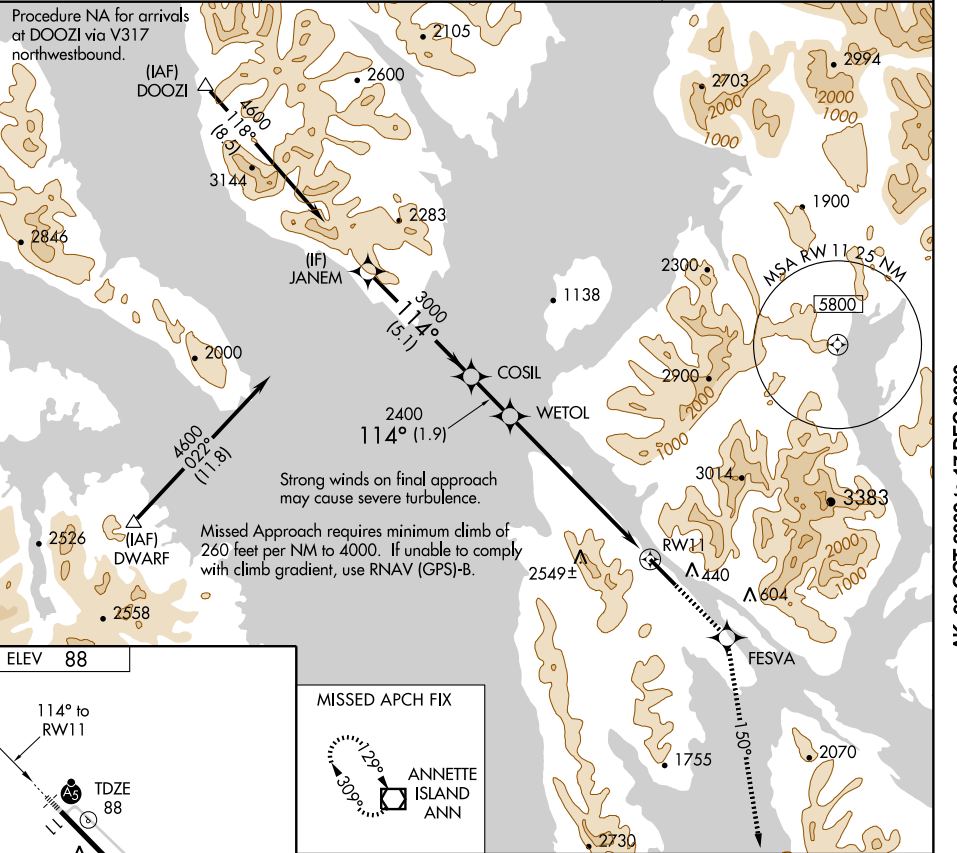
NA

For inoperative MALSR, increase LPV DA visibility to RVR 6000.
DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 5000 direct FESVA and via 150° track to ANN VOR/DME and hold.

ATIS ★ 134.45	ANCHORAGE CENTER 118.5 284.6	KETCHIKAN RADIO 123.6 (CTAF) 0
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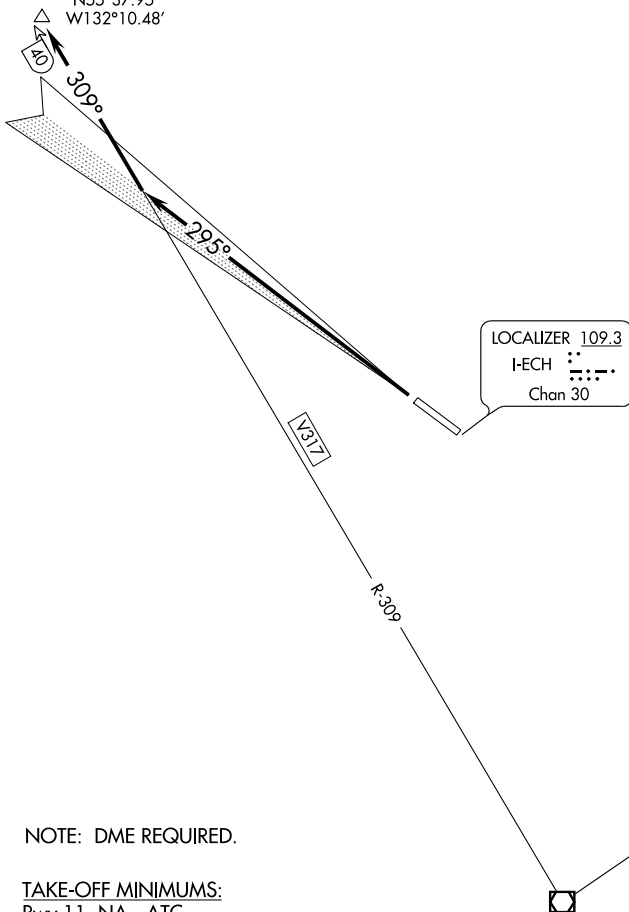


Procedure Turn NA	JANEM	COSIL	WETOL	5000	FESVA	150° trk	ANN
	4600	3000	2400				
GS 3.00° TCH 50	5.1 NM	1.9 NM	6.8 NM				
CATEGORY	A	B	C	D			
LPV DA		438/40	350 (400-34)				

AK 22 OCT 2009 to 17 DEC 2009

ATIS ★ 134.45
ANCHORAGE CENTER
118.5 284.6
CTAF 123.6
UNICOM 122.95

DOOZI
N55°37.95'
W132°10.48'



NOTE: DME REQUIRED.

TAKE-OFF MINIMUMS:

Rwy 11, NA - ATC.

Rwy 29, 400-1¼ with minimum climb of 380 feet
per NM to 5300.

TAKE-OFF OBSTACLES:

Rwy 29, Ships beginning 1933' from DER, 1004' right of centerline, up to 150'
AGL/150' MSL. Multiple trees beginning 206' from DER, 513' left of
centerline, up to 148' AGL/410' MSL.

NOTE: Chart not to scale.



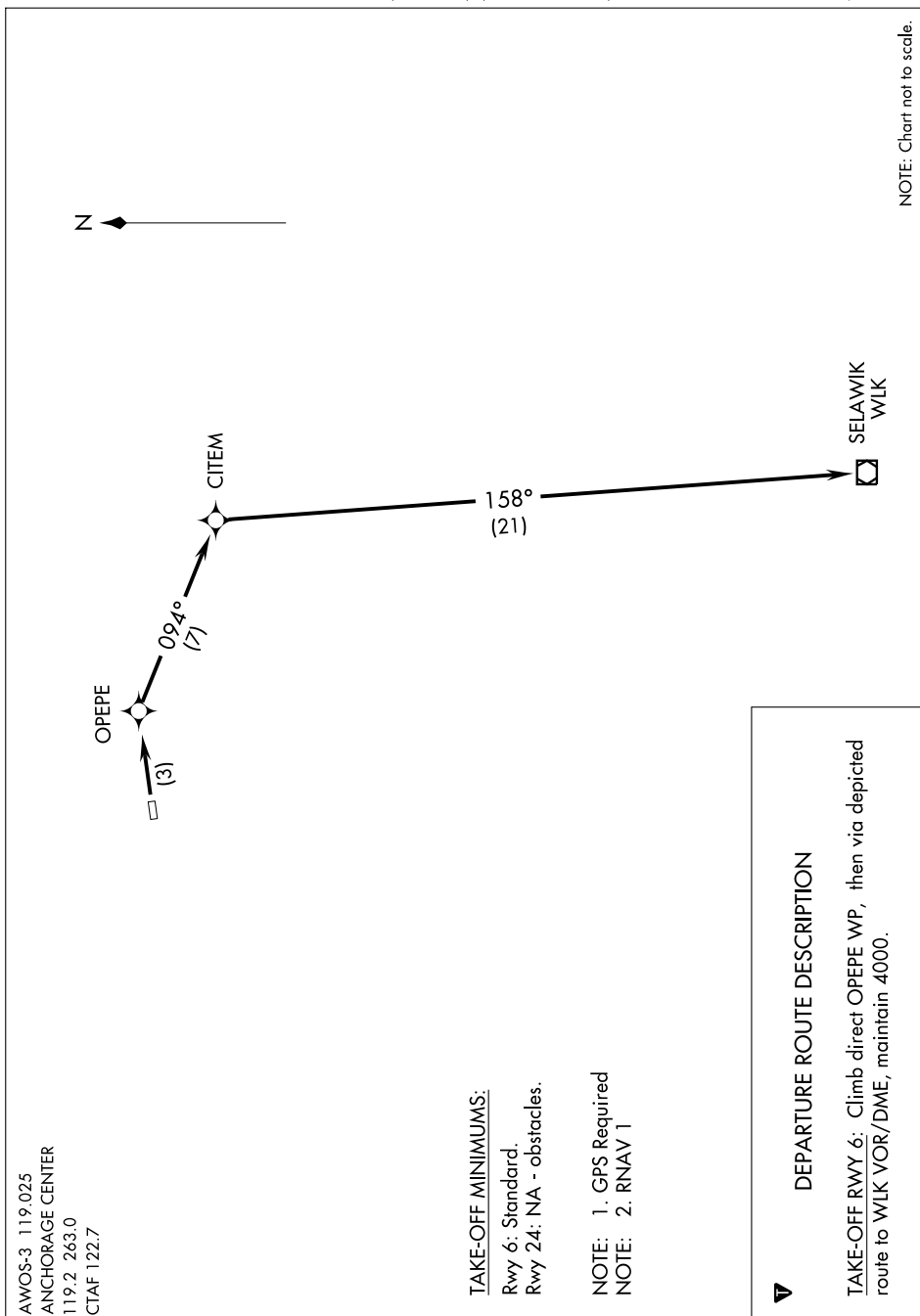
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 29: Climb to assigned altitude via I-ECH Localizer NW course 295°
to intercept/join ANN VOR/DME R-309/V317 to DOOZI/40 DME before proceeding
on course.

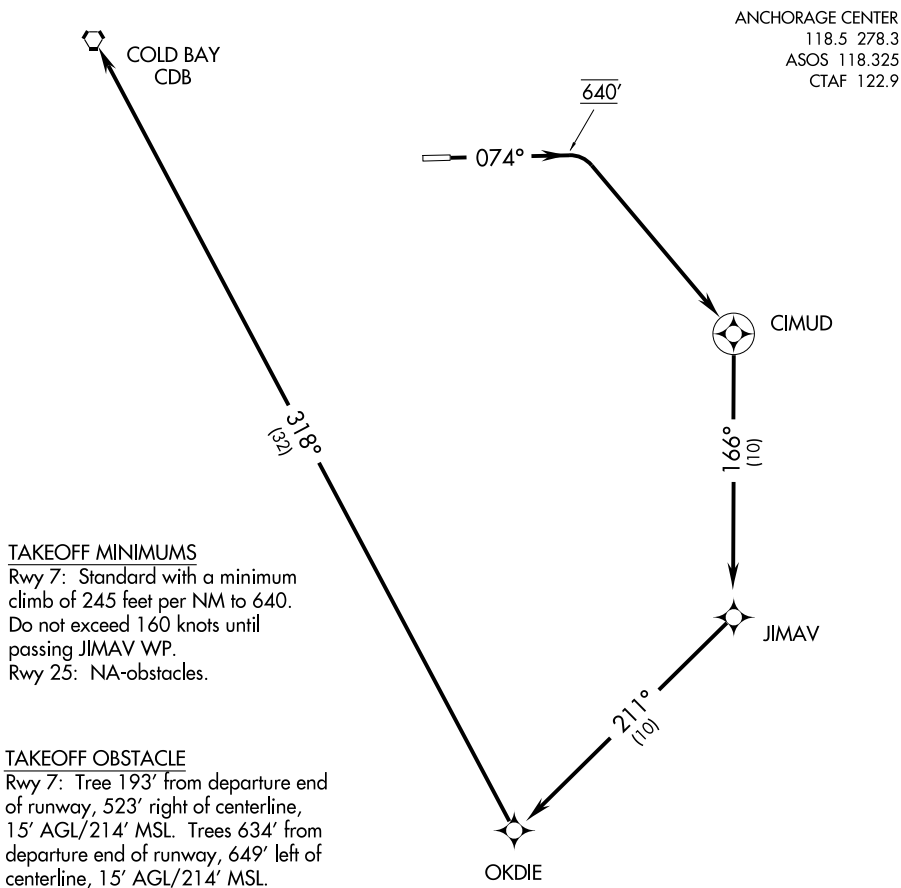
SELAWIK ONE DEPARTURE (RNAV) (OBSTACLE)

KIANA, ALASKA

NOTE: Chart not to scale.



COLD BAY ONE DEPARTURE (RNAV) (OBSTACLE)

KING COVE (KVC)((PAVC)
KING COVE, ALASKA

NOTE: Cat C & D NA.

NOTE:

1. GPS Required.
2. RNAV 1.

NOTE: Chart not to scale.






DEPARTURE ROUTE DESCRIPTION

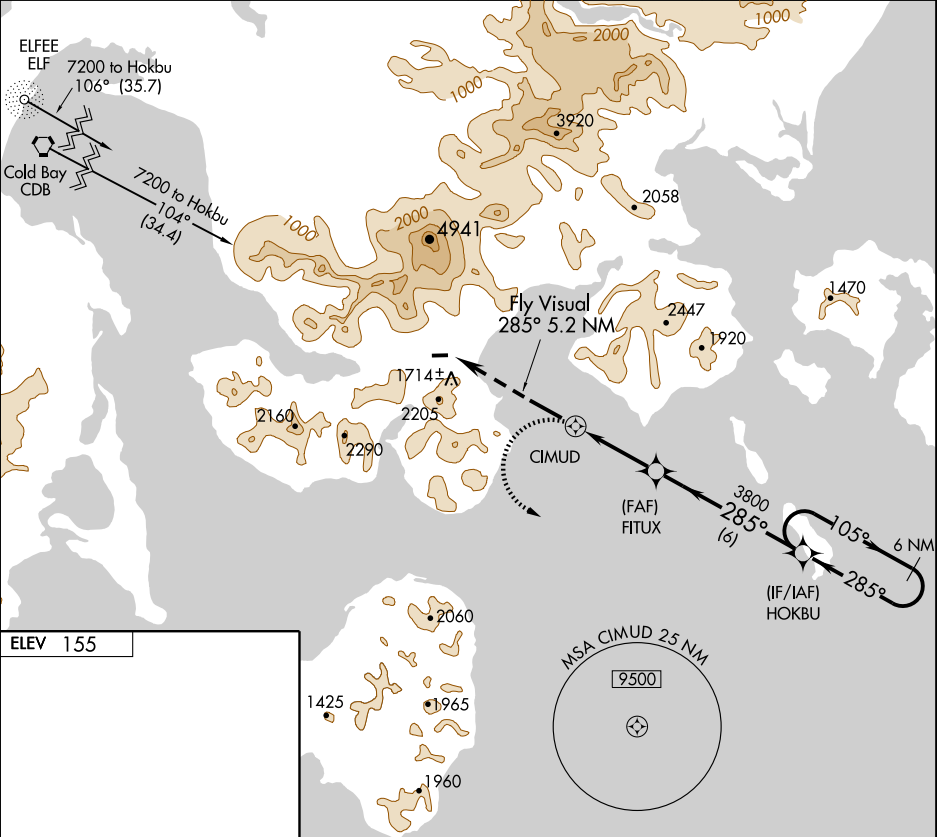
TAKE OFF RUNWAY 7: Climb via heading 074° to 640', then climbing right turn to 4000 direct CIMUD WP, and via 166° track to JIMAV WP, and via 211° track to OKDIE WP and right turn via 318° track to CDB VORTAC.

APP CRS 285°	Rwy Idg TDZE Apt Elev	N/A N/A 155
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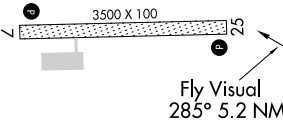
RNAV (GPS)-A
KING COVE (KVC)(PAVC)



 	Circling NA north of Rwy 7-25. Procedure NA at night. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Cold Bay altimeter setting.	MISSED APPROACH: Climbing left turn to 5600 direct HOKBU and hold, continue climb in hold to 5600.
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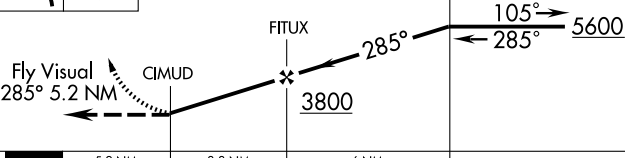
ASOS 118.325	COLD BAY ASOS 135.75	ANCHORAGE CENTER 118.5 278.3	CTAF 122.9 
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ELEV 155



REIL Rwy 7 
REIL Rwy 25
MIRL Rwy 7-25 

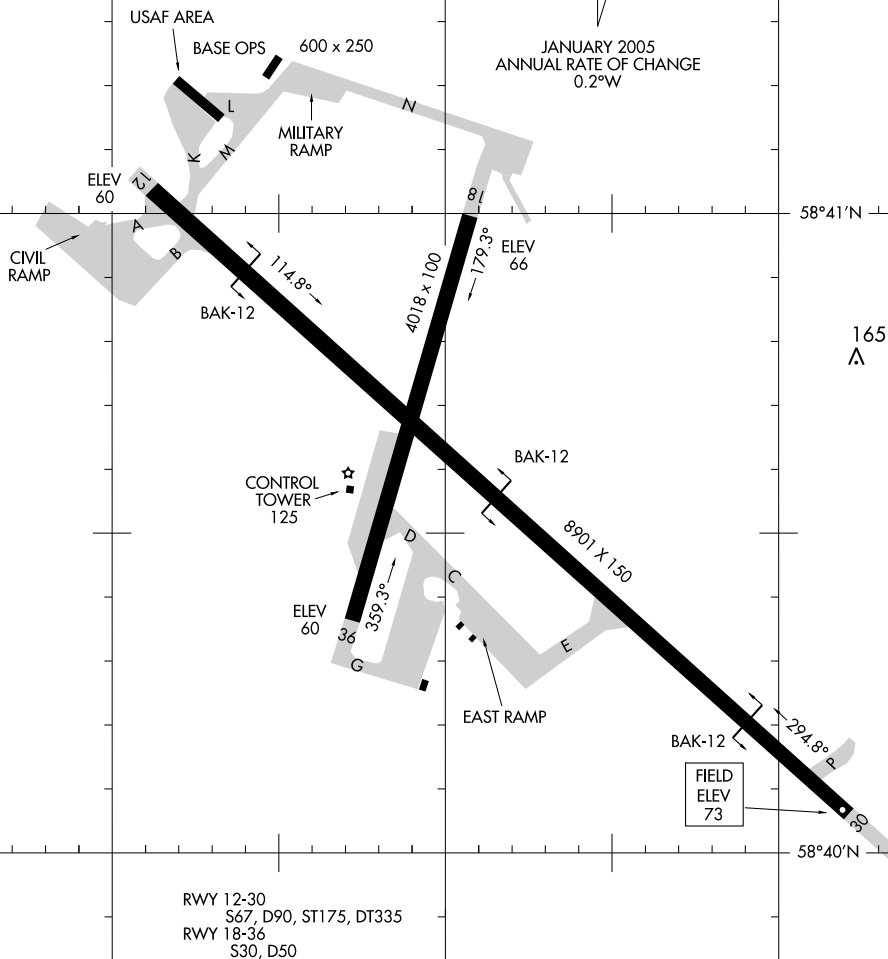
5600	HOKBU	6 NM Holding Pattern			
					
CATEGORY	A		B	C	D
CIRCLING	2080-6 1925 (2000-6)		2180-6 2025 (2100-6)	NA	

AIRPORT DIAGRAM

AL-1237 (FAA)

KING SALMON (AKN)(PAKN)
KING SALMON, ALASKA

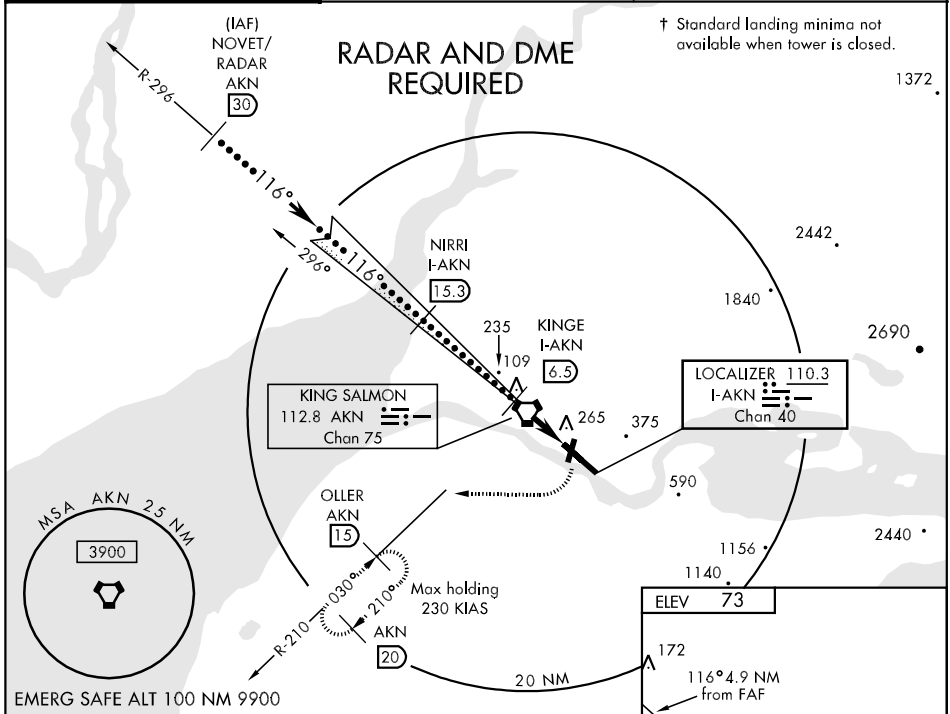
ATIS
128.8
KING SALMON TOWER ★
118.3 279.5
GND CON
121.9



AK, 22 OCT 2009 to 17 DEC 2009

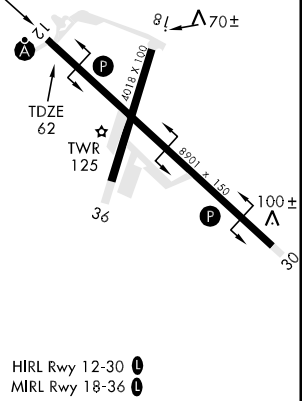
LOC I-AKN 110.3 Chan 40	APCH CRS 116°	Rwy Idg TDZE Arpt Elev 8901 62 73	JAL 1237 [USAF]	KING SALMON (PAKN)
⚠ * When ALS inop, increase S-ILS CAT E vis to $\frac{3}{4}$ mile, and S-LOC CAT DE vis 1 mile. Autopilot coupled approaches not authorized below 500' MSL.			ALSF-2 	† MISSED APPROACH: Climb to 500', then climbing right turn to 3000' via heading 240° and AKN VORTAC R-210 to OLLER/AKN 15 DME and hold.
ATIS★ 128.8	ANCHORAGE CENTER 124.8 354.0	CTAF 121.9 352.05	UNICOM 122.95	

KING SALMON TOWER ★ 118.3 279.5	GND CON 121.9	ASOS
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EMERG SAFE ALT 100 NM 9900

NOVET/RADAR R-296 30	Intcp Lczt NIRRI I-AKN 15.3	KING I-AKN 6.5	OLLER AKN 15
FL200 116°	2000	1700	1700
GS 3.00° TCH 66			
		4.9 NM	
CATEGORY	C	D	E
S-ILS 12*	262- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$)		
S-LOC 12*	360- $\frac{1}{2}$ 298 (300- $\frac{1}{2}$)	360- $\frac{3}{4}$ 298 (300- $\frac{3}{4}$)	
CIRCLING	580-11 $\frac{1}{2}$ 507 (600-1 $\frac{1}{2}$)	640-2 567 (600-2)	720-2 $\frac{1}{4}$ 647 (700-2 $\frac{1}{4}$)



VORTAC AKN 112.8 Chan 75	APCH CRS 116°	Rwy Idg 8901 TDZE 62 Arpt Elev 73
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JAL-1237 [USAF]

KING SALMON (PAKN)



* When ALS inop, increase CAT E vis to 1½ miles.

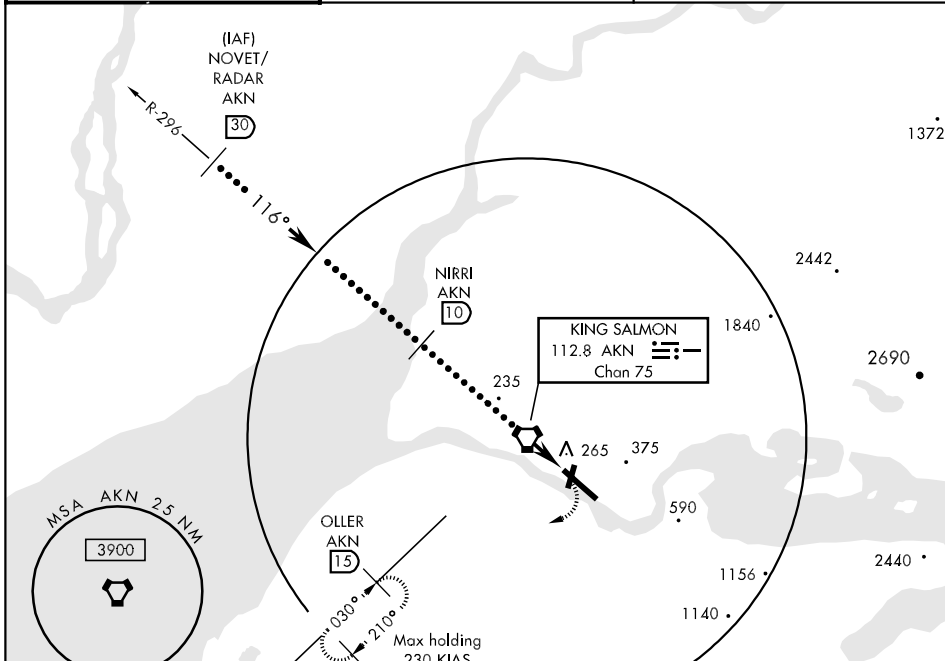


ALSF-2

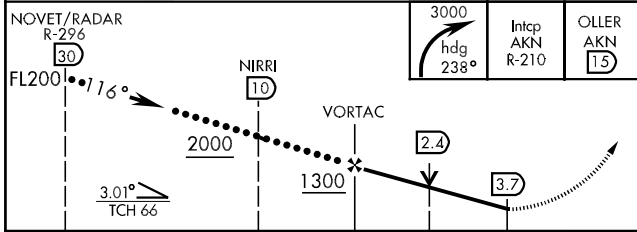
MISSED APPROACH: Climbing right turn to 3000 via heading 238° and AKN VORTAC R-210 to OLLER/15 DME and hold.

<p>ATIS★</p> <p>128.8</p>	<p>ANCHORAGE CENTER</p> <p>124.8 354.0</p>	<p>CTAF</p> <p>121.90 352.05</p>	<p>UNICOM</p> <p>122.95</p>
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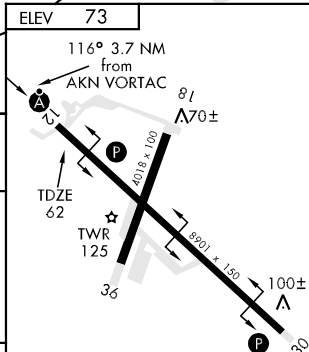
KING SALMON TOWER ★ 118.3 279.5	GND CON 121.9	ASOS
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RADAR
REQUIRED

EMERG SAFE ALT 100 NM 9900



CATEGORY	C	D	E
S-12*	520- $\frac{3}{4}$ 458 (500- $\frac{3}{4}$)	520-1 458 (500-1)	
CIRCUING	580-1 $\frac{1}{2}$ 507 (600-1 $\frac{1}{2}$)	640-2 567 (600-2)	720-2 $\frac{1}{4}$ 647 (700-2 $\frac{1}{4}$)



HIRL Rwy 12-30 **L**
MIRL Rwy 18-36 **L**

KING SALMON, ALASKA

58° 41' N-156° 39' W

KING SALMON (PAKN)

Amdt 4 09015

LIVOR/DME TACAN MAY 10

VORTAC AKN 112.8 Chan 75	APCH CRS 296°	Rwy Idg TDZE Arpt Elev 8901 73 73
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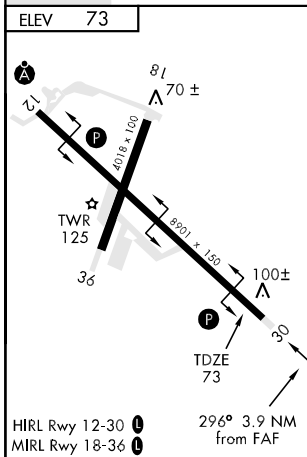
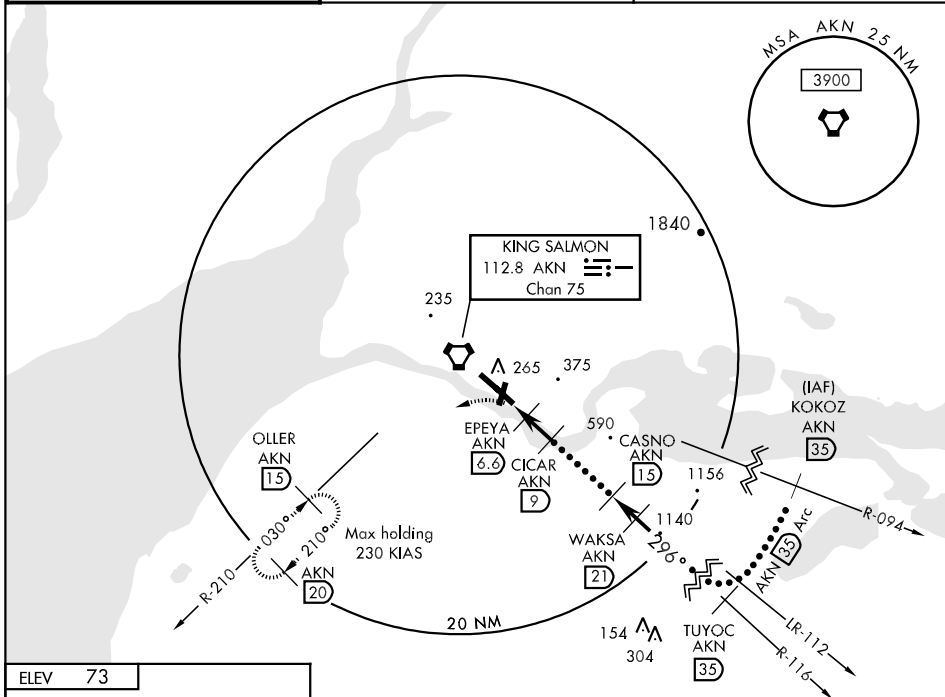
JAL-1237 [USAF]

KING SALMON (PAKN)

<div>▼</div> <div>▲</div>	MISSED APPROACH: Climb to 500, then climbing left turn to 3000 via heading 222° and AKN VORTAC R-210 to OLLER/ AKN 15 DME and hold.		
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ATIS★ 128.8	ANCHORAGE CENTER 124.8 354.0	CTAF 121.9 352.05	UNICOM 122.95
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KING SALMON TOWER ★ 118.3 279.5	GND CON 121.9	ASOS
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ELEV 73			
EMERG SAFE ALT 100 NM 9900			
500	3000	Intcp AKN R-210	OLLER AKN 15
hdg 222°			
VORTAC	EPEYA 6.6	CICAR 9	CASNO 15
5.1	600	1400	3100
1.5 NM	2.4 NM		
WAKSA 21	296°	4800	5700
TUYOC R-116 35	Arc 35		
KOKOZ R-094 35			
12,000			
3.13°			
TCH 41			
CATEGORY	C	D	E
S-30	420-1 347 (400-1)	420-1½ 347 (400-1½)	720-2¼ 647 (800-2¼)
CIRCLING	580-1½ 507 (600-1½)	640-2 567 (600-2)	

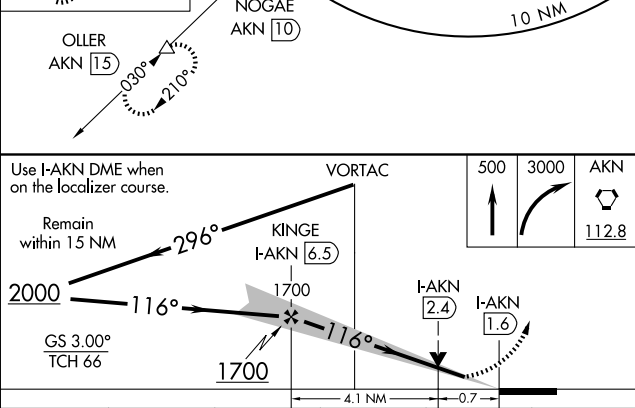
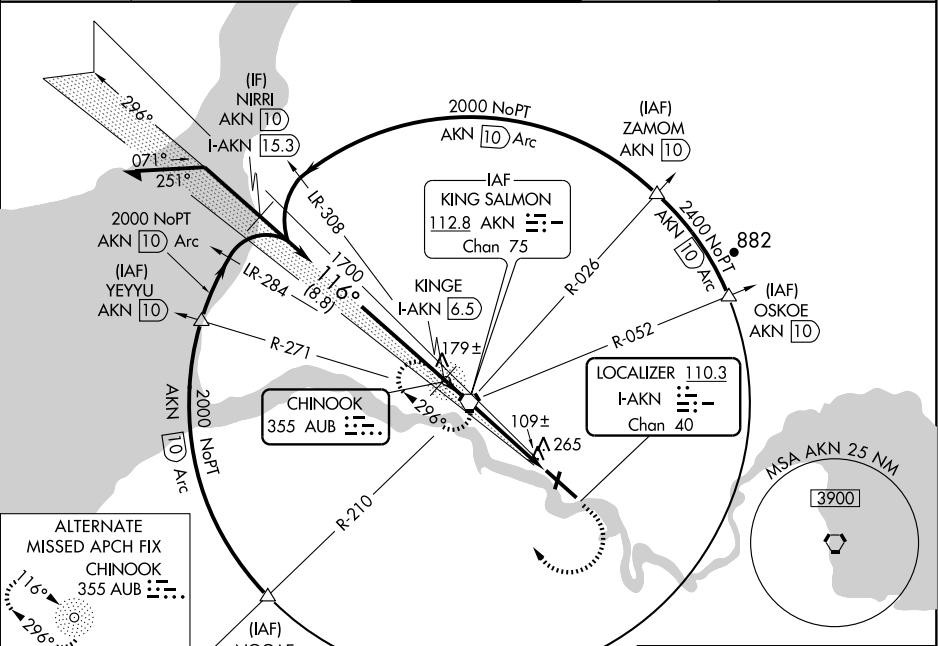
LOC/DME I-AKN	APP CRS	Rwy Idg	8901
110.3	116°	TDZE	62
Chan 75		Apt Elev	73

ILS or LOC/DME RWY 12
KING SALMON (AKN)(PAKN)

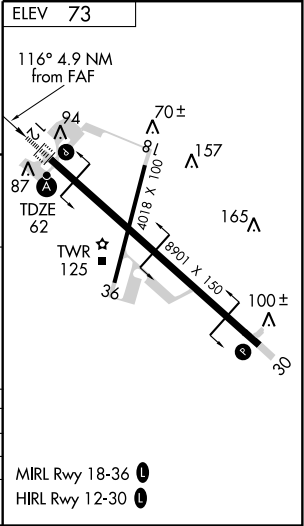
For inoperative ALSF, increase S-ILS 12 Cat E visibility to ¾ mile; increase S-LOC 12 Cat D/E visibility to 1 mile. Autopilot coupled approach not authorized below 500.

ALSF-2 MISSED APPROACH: Climb to 500, then climbing right turn to 3000 direct AKN VORTAC and hold, continue climb-in-hold to 3000. (TACAN AIRCRAFT: Climb to 500, then climbing right turn to 3000 via 240° heading and AKN R-210 to OLLER 15 DME and hold SW, right turn, 030° inbound.)

ATIS	ANCHORAGE CENTER	KING SALMON TOWER ★	GND CON	CTAF
128.8	124.8 354.0	118.3 279.5	121.9	121.9 352.05



CATEGORY	A	B	C	D	E
S-ILS 12		262-½	200 (200-½)		
S-LOC 12	360-½	298 (300-½)		360-¾	298 (300-¾)
CIRCLING	580-1	507 (600-1)	580-1½ 507 (600-1½)	640-2 567 (600-2)	720-2¼ 647 (700-2¼)



LOC/DME I-AKN
110.3

APP CRS
296°

Rwy Idg	8901
TDZE	73
Apt Elev	73

LOC/DME BC RWY 30
KING SALMON (AKN)(PAKN)

KING SALMON (AKN)(PAKN)

T Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct AKN VORTAC and hold, continue climb-in-hold to 3000. (TACAN AIRCRAFT: Climb to 500 then climbing left turn to 3000 via 222° heading and AKN R-210 to OLLER/15 DME and hold SW, right turn, 030° inbound).

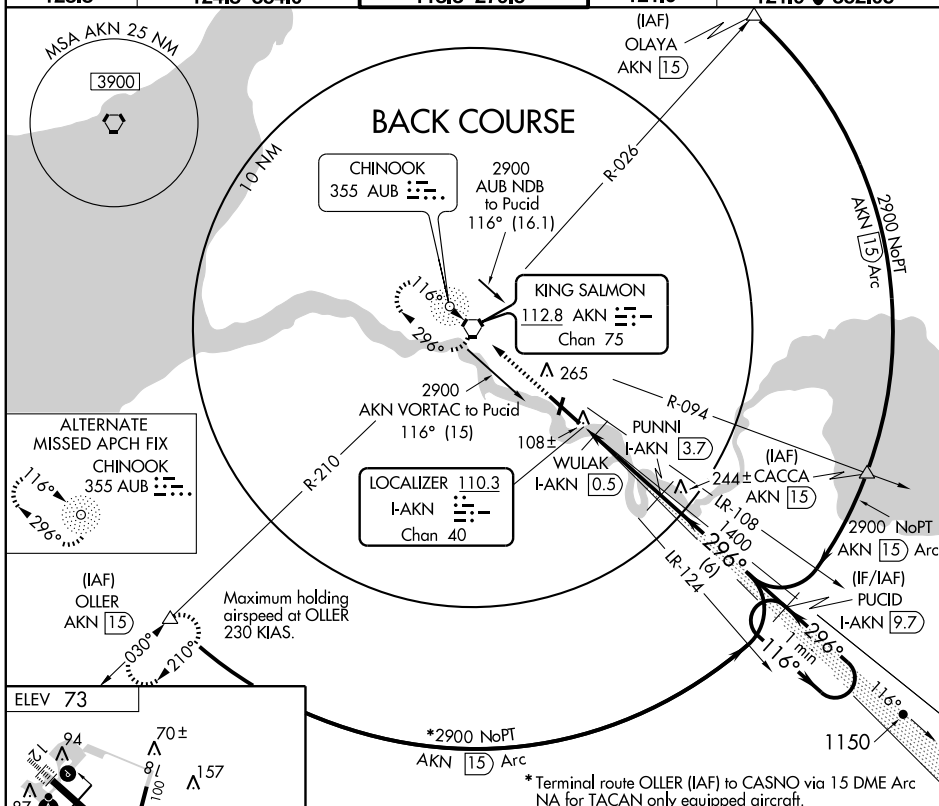
ATIS
128.8

ANCHORAGE CENTER
124.8 354.0

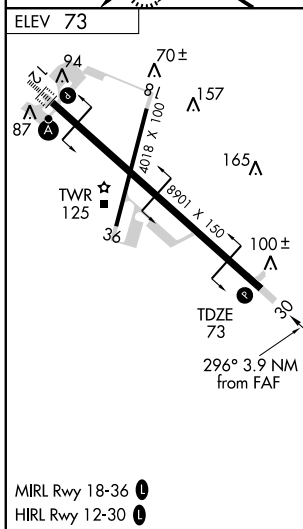
KING SALMON TOWER★
118.3 279.5


GND CON
121.9

CTAF
121.9 **L** 352.05



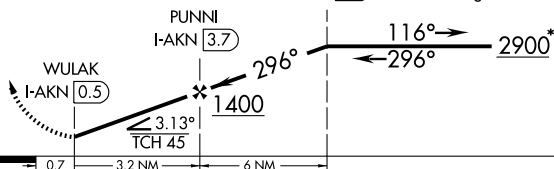
AK. 22 OCT 2009 to 17 DEC 2009



3000	AKN
↑	
	<u>112.8</u>

Use I-AKN DME when on the localizer course.

PUCID
I-AKN 9.7



CATEGORY	A	B	C	D	E
S-30	360-1 287 (300-1)				
CIRCLING	580-1 507 (600-1)	580-1½ 507 (600-1½)	640-2 567 (600-2)	720-2¼ 647 (700-2¼)	

▼

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. For inoperative ALSF increase LPV Cat E visibility to ¾ mile, LNAV/VNAV Cat E visibility to 1¼ mile, LNAV Cat E visibility to 1½ mile..

ALSF-2

MISSED APPROACH: Climb to 3000 direct FELUM and via 206° track to JUTAN and via 267° track to OLLER and hold.

ATIS 128.8	ANCHORAGE CENTER 124.8 354.0	KING SALMON TOWER★ 118.3 279.5	GND CON 121.9	CTAF 121.9 352.05
---------------	---------------------------------	-----------------------------------	------------------	----------------------

6 NM Holding Pattern DUPYA					
3000 FELUM JUTAN OLLER					
2000 ← 296° 116° → 1700					
GS 3.00° TCH 55 VGSi and RNAV glidepath not coincident.					
6.1 NM 3.7 NM 1.2 NM					
HEXES 1700 * 1.2 NM to RW12 * LNAV only.					
CATEGORY	A	B	C	D	E
LPV DA	317-½ 255 (300-½)				
LNAV/VNAV DA	524-1 462 (500-1)				524-1¼ 462 (500-1¼)
LNAV MDA	520-½ 458 (500-½)	520-¾ 458 (500-¾)	520-1 458 (500-1)		
CIRCLING	580-1 507 (600-1)	580-½ 507 (600-½)	640-2 567 (600-2)	720-2¼ 647 (700-2¼)	

AK 22 OCT 2009 to 17 DEC 2009

WAAS CH 77908 W30A	APP CRS 296°	Rwy Idg 8901 TDZE 73 Apt Elev 73
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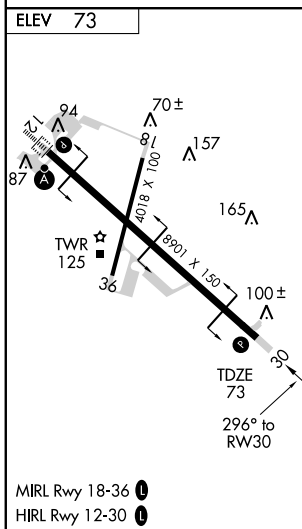
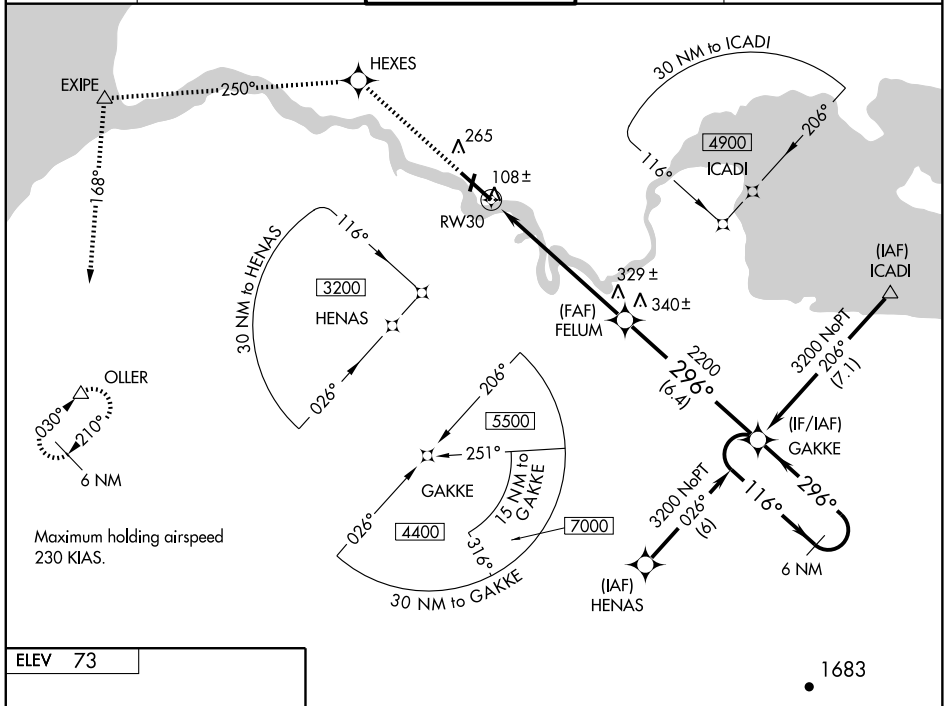
RNAV (GPS) RWY 30

KING SALMON (AKN)(PAKN)

T For uncompensated Baro-VNAV systems, LNAV/VNAV
A NA below -25°C (-13°F) or above 49°C (120°F). DME/DME
RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct HEXES and via 250° track to EXIPE and via 168° track to OLLER and hold.

ATIS 128.8	ANCHORAGE CENTER 124.8 354.0	KING SALMON TOWER* 118.3 279.5	GND CON 121.9	CTAF 121.9 352.05
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3000 ↑	HEXES ✦	EXIPE ✦ TRK 250°	OLLER △ TRK 168°	6 NM Holding Pattern GAKKE 116° → ← 296° 3200 GS 3.00° TCH 45°		
RW30 FELUM 2200 2200 296°				6.4 NM 6.4 NM		
CATEGORY	A	B	C	D	E	
LPV DA	323-1 250 (300-1)					
LNAV/ VNAV DA	358-1 285 (300-1)					
LNAV MDA	600-1 527 (600-1)		600-1½ 527 (600-1½)	600-1¾ 527 (600-1¾)		
CIRCLING	600-1 527 (600-1)		600-1½ 527 (600-1½)	640-2 567 (600-2)	720-2¼ 647 (700-2¼)	

MISSED APPROACH: Climb to 3000 direct AKN VORTAC and hold, continue climb-in-hold to 3000. (TACAN AIRCRAFT: Climb to 500, then climbing left turn to 3000 via 222° heading and AKN R-210 to OLLER/AKN 15 DME and hold SW, right turn, 030° inbound).

3000 ↑	AKN 112.8	<p>One Minute Holding Pattern</p> <p>CASNO AKN 15</p> <p>116° → 2900 ← 296°</p> <p>296°</p> <p>3.13° TCH 45°</p> <p>EPEYA AKN 6.6</p> <p>CICAR AKN 9</p> <p>AKN 5.1</p> <p>580</p> <p>1400</p> <p>1.5 NM 2.4 NM 6 NM</p>				
CATEGORY	A	B	C	D	E	
S-30	420-1 347 (400-1)			420-1¼ 347 (400-1¼)		
CIRCLING	580-1 507 (600-1)		580-1½ 507 (600-1½)	640-2 567 (600-2)	720-2¼ 647 (700-2¼)	

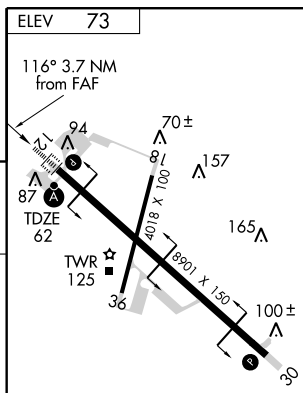
VOR or TACAN RWY 12
KING SALMON (AKN)(PAKN)


ALSF-2

MISSED APPROACH: Climbing right to 3000 direct AKN VORTAC and hold, continue climb-in-hold to 3000. (TACAN AIRCRAFT: Climbing right turn to 3000 via 238° heading and AKN R-210 to OLLER 15 DME and hold SW, right turn, 030° inbound.)




CTAF
121.9 **L** 352.05



			2.5 NM		1.2				MIRL Rwy 18-36 		
CATEGORY	A	B	C	D	E						
S-12	520-½	458 (500-½)	520-¾ 458 (500-¾)	520-1	458 (500-1)						
CIRCLING	580-1	507 (600-1)	580-1½	640-2	720-2¼	FAF to MAP 3.7 NM					
			507 (600-1½)	567 (600-2)	647 (700-2¼)	Knots	60	90	120	150	180
						Min:Sec	3:42	2:28	1:51	1:29	1:14

APP CRS
152°

Rwy ldg **2120**
TDZE **11**
Apt Elev **11**

RNAV (GPS) RWY 15

KIPNUK (IIK) (PAKI)

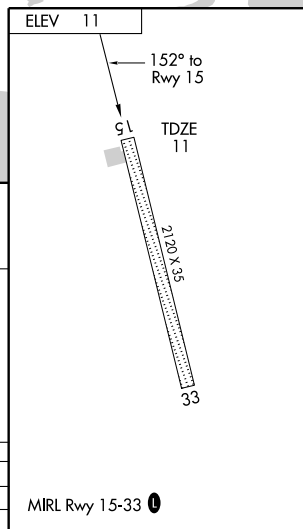
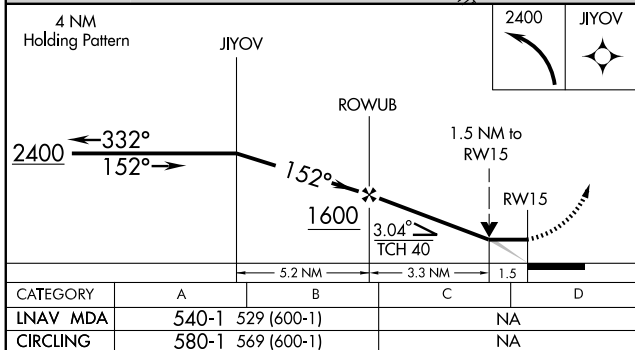
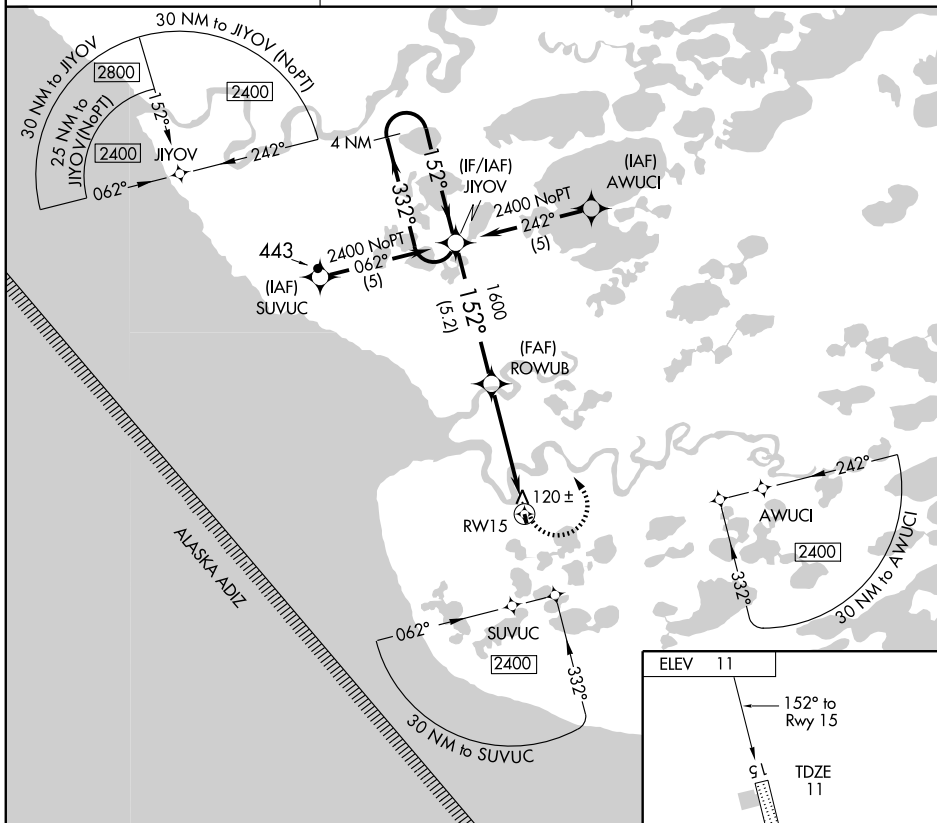
NA Procedure NA at night. GPS or RNP-0.3 required, DME/DME RNP-0.3 NA. VDP not available with Mekoryuk altimeter setting. If local altimeter setting not received, use Mekoryuk altimeter setting and increase all MDA's 180 feet.

MISSED APPROACH: Climbing left turn to 2400 direct JIYOV and hold.

ASOS
118.325

ANCHORAGE CENTER
125.2 372.0

CTAF
122.7



MIRL Rwy 15-33

APP CRS	Rwy Idg	2120
318°	TDZE	11
	Apt Elev	11

RNAV (GPS) RWY 33

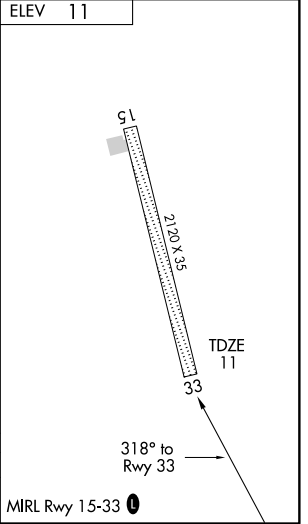
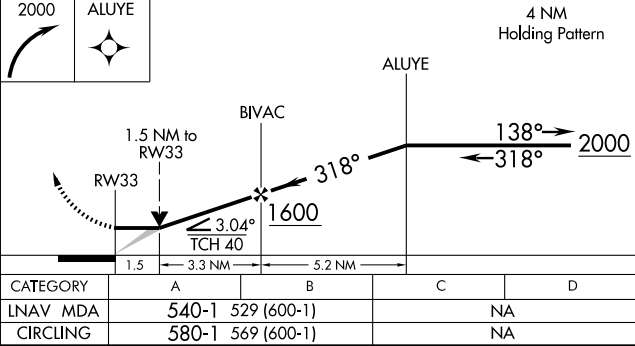
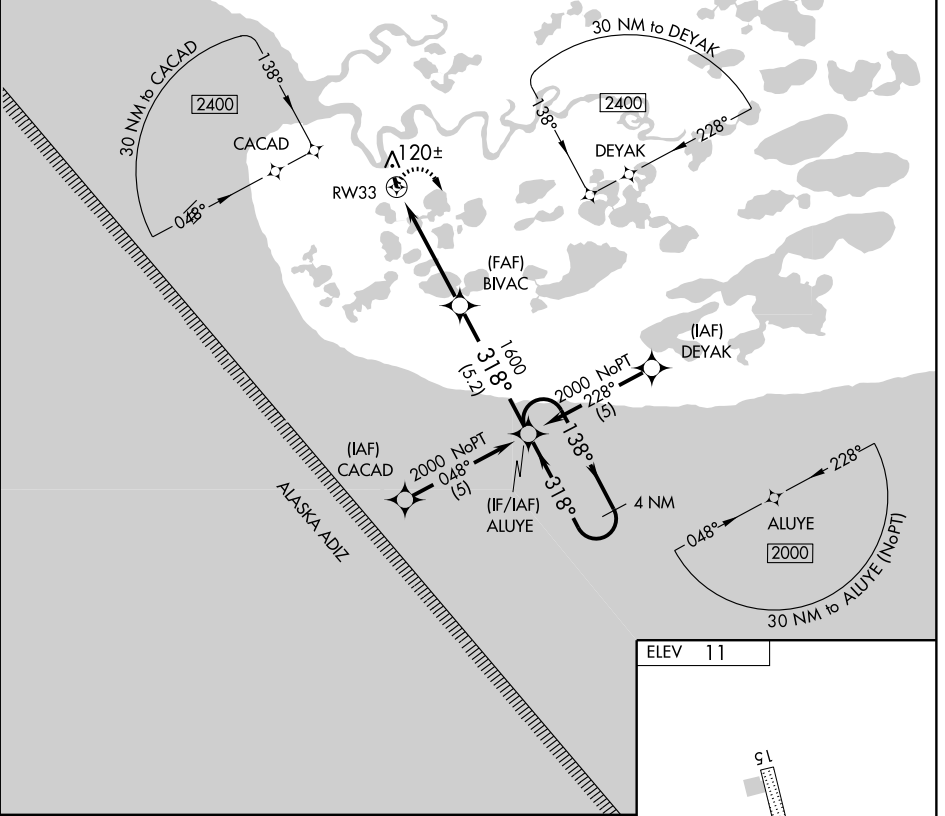
KIPNUK (ITK) (PAKI)

▲ NA

Procedure NA at night. GPS or RNP -0.3 required, DME/DME RNP -0.3 NA. VDP not available with Mekoryuk altimeter setting. If local altimeter setting not received, use Mekoryuk altimeter setting and increase all MDA's 180 feet.

MISSED APPROACH: Climbing right turn to 2000 direct ALUYE and hold.

ASOS 118.325	ANCHORAGE CENTER 125.2 372.0	CTAF 122.7 0
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(JEGTU1 JEGTU) 09239

SL-10159 (FAA)

KIVALINA (KVL)(PAVL)

KIVALINA, ALASKA

JEGTU ONE DEPARTURE (RNAV)

NOATAK AWOS-3

135.75

ANCHORAGE CENTER

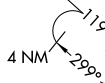
119.2 263.0

(CTAF) 122.8

POINT HOPE
PHO



V531 122.9



JEGTU

V531 122.9

KOTZEBUE
OTZ

520



302°



122°

520

TAKE-OFF MINIMUMS

Rwy 12, 30: Standard.

NOTE:

1. GPS Required
2. RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 12: Climb heading 122° to 520', then right turn direct JEGTU, Thence

TAKE-OFF RWY 30: Climb heading 302° to 520', then left turn direct JEGTU, Thence

. . . . climb in JEGTU holding pattern to cross JEGTU at or above MEA for route of flight before proceeding on course.

AK 22 OCT 2009 to 17 DEC 2009

APP CRS	Rwy Idg	3000
122°	TDZE	13
	Apt Elev	13

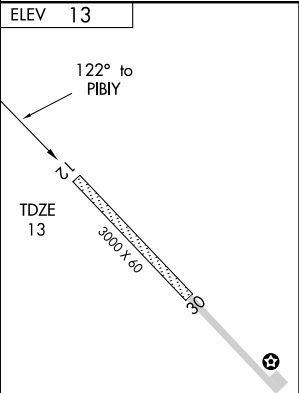
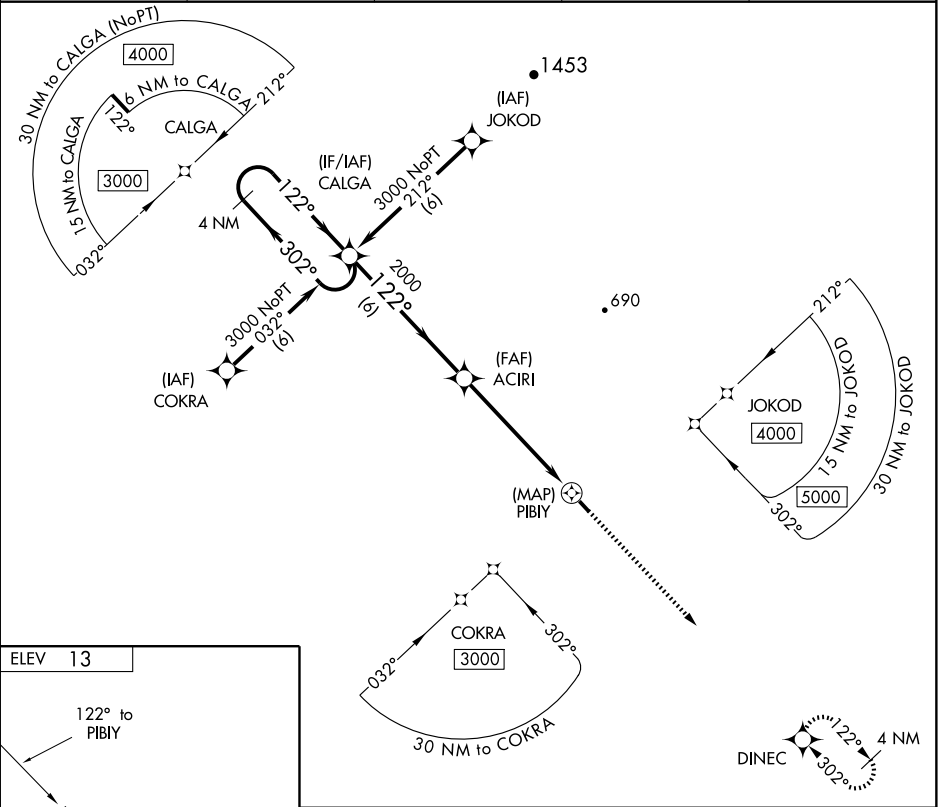
RNAV (GPS) RWY 12

KIVALINA (KVL)(PAVL)

A DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Noatak altimeter setting and increase all MDA 340 feet and Cat C visibility ¾ mile.

MISSED APPROACH: Climb to 3000 direct DINEC and hold.

ASOS	NOATAK AWOS-3	ANCHORAGE CENTER	KOTZEBUE RADIO	UNICOM
135.8	135.75	119.2 263.0	122.55	122.8 (CTAF) 1



4 NM Holding Pattern				3000	DINEC
CALGA				ACIRI	PIBIY
3000 ← 302°				2000	3.06° TCH 40
122° →				6 NM	5.6 NM
				0.4	
CATEGORY	A	B	C	D	
RNAV MDA	340-1 327 (400-1)				NA
CIRCLING	440-1 427 (500-1)	480-1 467 (500-1)	480-1½ 467 (500-1½)		NA

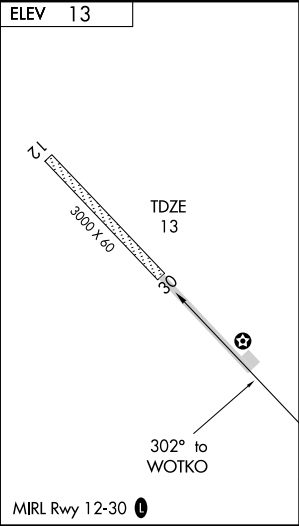
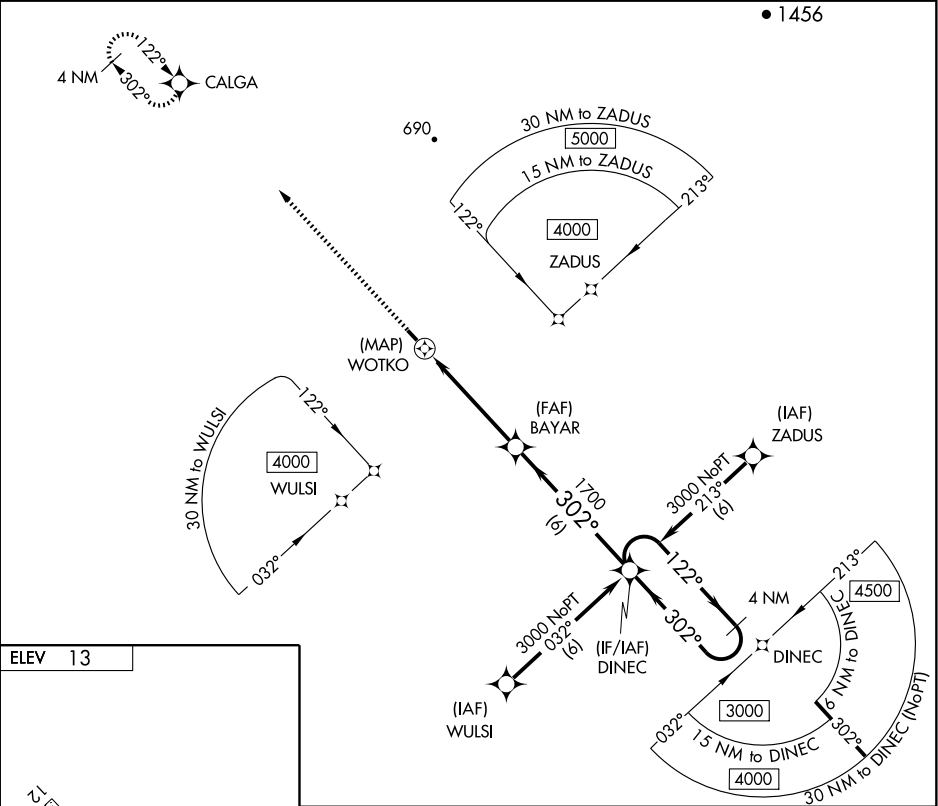
APP CRS	Rwy Idg	3000
302°	TDZE	13
	Apt Elev	13

RNAV (GPS) RWY 30
KIVALINA (KVL)(PAVL)

A DME/DME or RNP-0.3 NA. When local altimeter setting not received, use Noatak altimeter setting and increase all MDA 340 feet and LNAV Cat C visibility 1 mile and circling Cat C visibility ¾ mile. VDP NA when using Noatak altimeter setting.

MISSED APPROACH: Climb to 3000 direct CALGA and hold.

ASOS 135.8	NOATAK AWOS-3 135.75	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 122.55	UNICOM 122.8 (CTAF) 1
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3000	CALGA	DINEC 4 NM Holding Pattern			
0.6 NM to WOTKO		BAYAR 1700		122° 3000	
0.4 0.6 4.2 NM		6 NM			
CATEGORY	A	B	C	D	
LNAV MDA	380-1 367 (400-1)			NA	
CIRCLING	380-1 367 (400-1)	480-1 467 (500-1)	480-1½ 467 (500-1½)	NA	

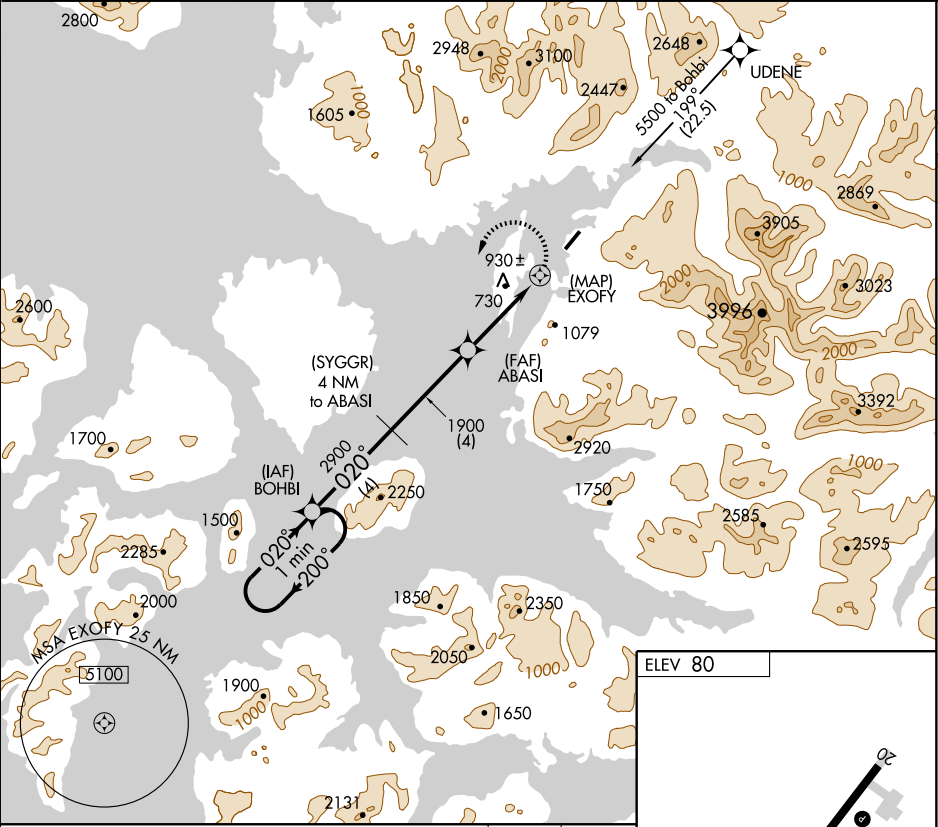
GPS RWY 2

Klawock (AKW) (PAKW)

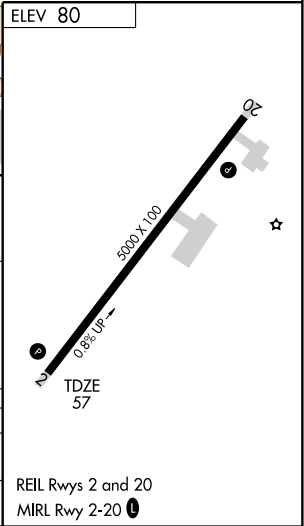
APP CRS	Rwy Idg	5000
020°	TDZE	57
	Apt Elev	80

<div>⚠ Circling not authorized east of Rwy 2-20.</div> <div>⚠ NA</div>	MISSED APPROACH: Climbing left turn to 3400 direct BOHBI and hold.
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ASOS 135.45	ANCHORAGE CENTER 118.5 284.6	KETCHIKAN RADIO 122.25 0	CTAF 120.9
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<div>One Minute Holding Pattern</div> <div>3400 ← 200° 020° →</div> <div>BOHBI</div> <div>(SYGGR) 4 NM to ABASI</div> <div>ABASI</div> <div>EXOFY</div> <div>3400</div> <div>BOHBI</div> <div>2900</div> <div>1900</div> <div>4 NM</div> <div>4 NM</div> <div>3.7 NM</div> <div>1.3</div>				
CATEGORY	A	B	C	D
S-2	1180-1½ 1123 (1100-1½)		1180-3 1123 (1100-3)	NA
CIRCLING	1180-1½ 1100 (1100-1½)		1180-3 1100 (1100-3)	NA



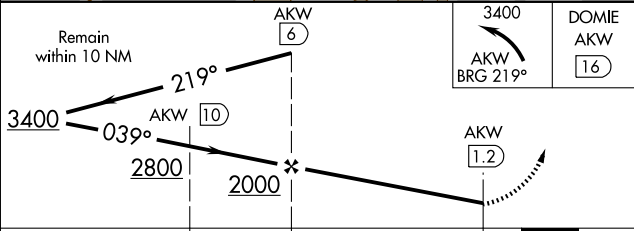
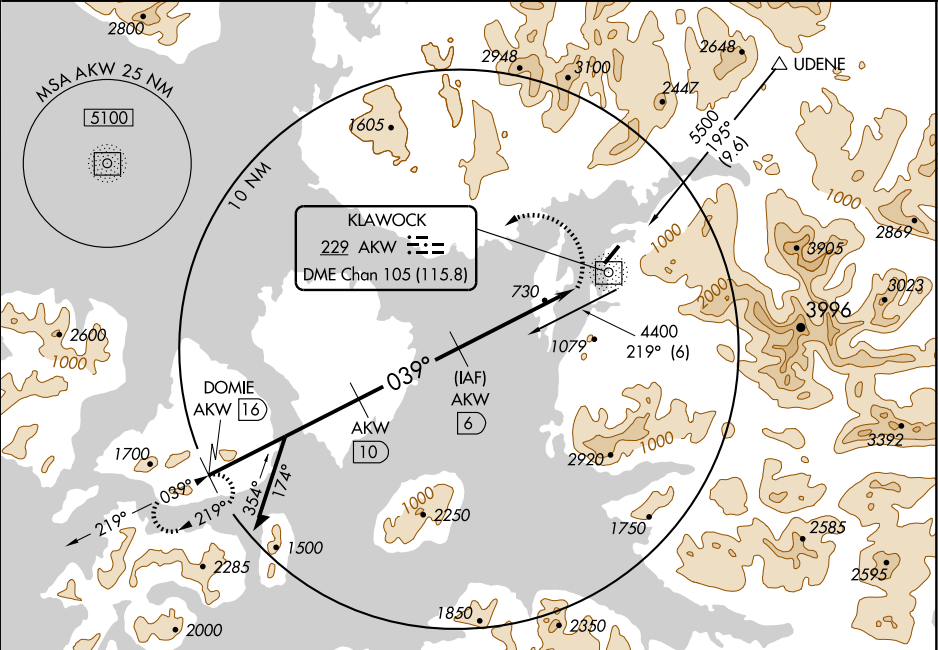
NDB/DME AKW 229	APP CRS 039°	Rwy Idg TDZE Apt Elev 5000 57 80
Chan 105 (115.8)		

NDB/DME RWY 2
Klawock (AKW) (PAKW)

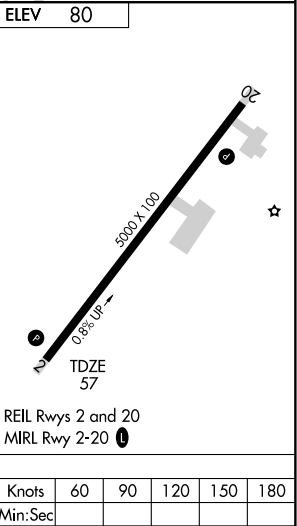
⚠ Circling not authorized east of Rwy 2-20.

⚠ MISSED APPROACH: Climbing left turn to 3400 to intercept AKW 219° bearing to DOMIE/16 DME and hold.

ASOS 135.45	ANCHORAGE CENTER 118.5 284.6	KETCHIKAN RADIO 122.25 0	CTAF 120.9
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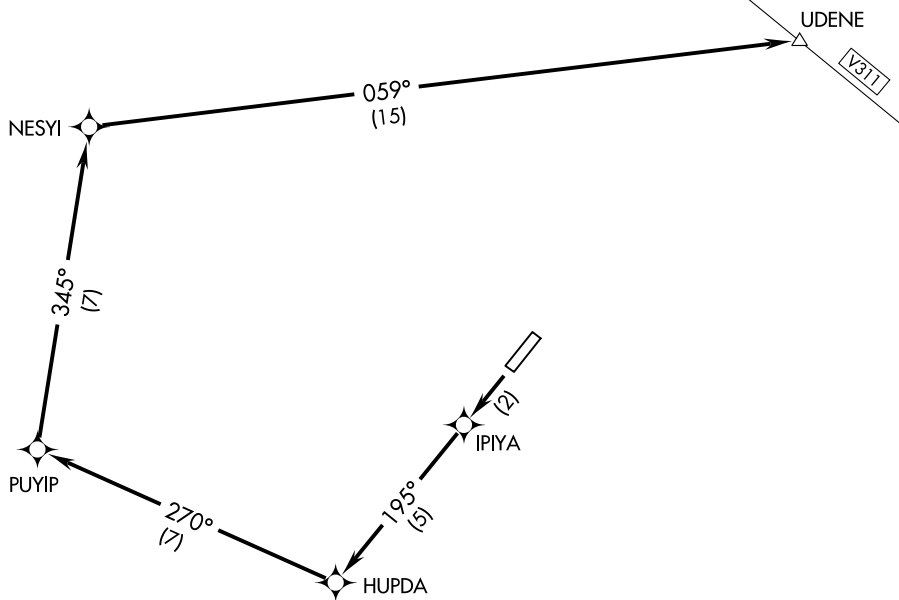


CATEGORY	A	B	C	D
S-2	1280-1½	1223 (1200-1½)	1280-3 1223 (1200-3)	NA
CIRCLING	1280-1½	1200 (1200-1½)	1280-3 1200 (1200-3)	NA



UDENE ONE DEPARTURE (RNAV)

ANCHORAGE CENTER
118.5 284.6
CTAF 120.9
ASOS 135.45



NOTE: RNAV 1.

NOTE: GPS required.

TAKE-OFF MINIMUMS

Rwy 2: NA- Obstacles.

Rwy 20: Standard with a minimum climb of 422' per NM to 2500.

TAKE-OFF OBSTACLE NOTES

Rwy 20: Trees beginning 4811' from DER, 1716' right of centerline, up to 158' AGL/557' MSL.

Trees 5964' from DER, 1370' left of centerline, up to 158' AGL/357' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 20: Climb to 6000 direct IPIYA and via depicted route to UDENE.

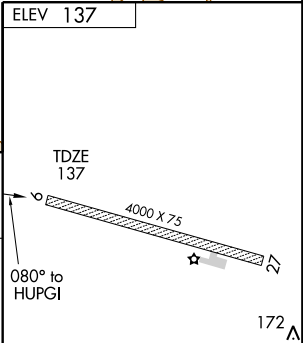
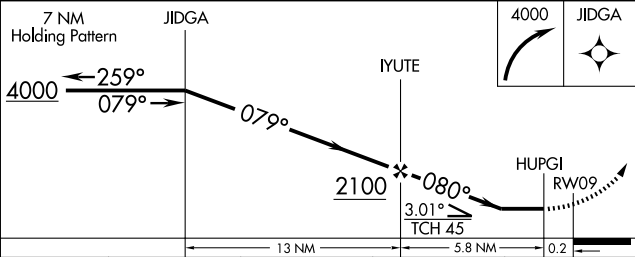
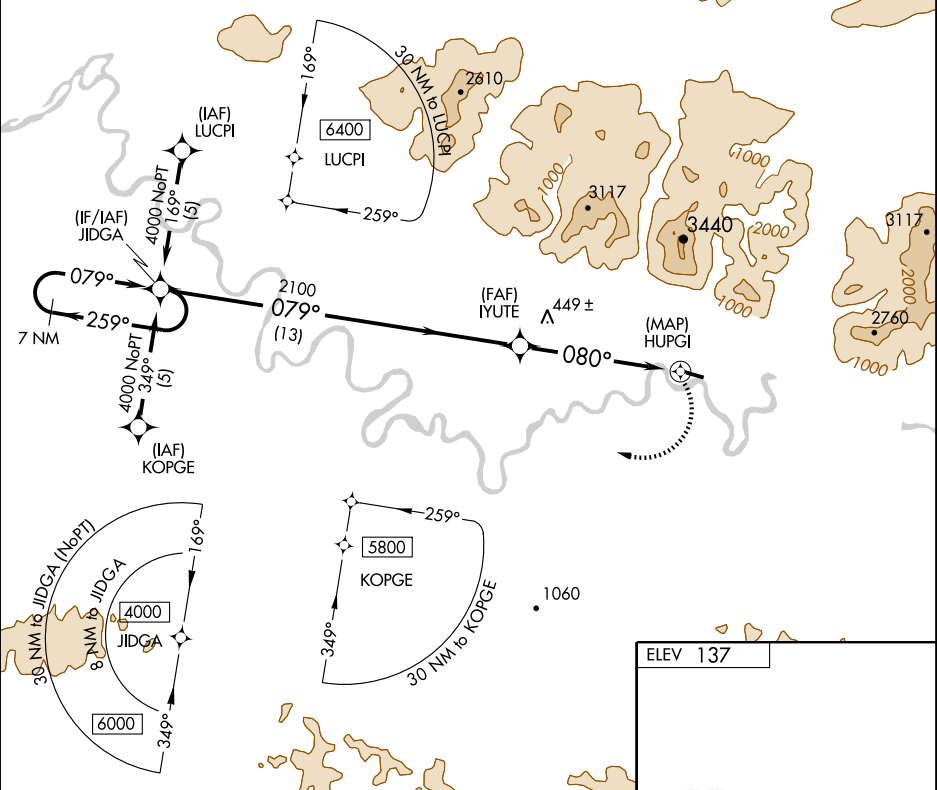
APP CRS	Rwy Idg	4000
080°	TDZE	137
	Apt Elev	137

RNAV (GPS) RWY 9
KOBUK (OBU) (PAOB)

Use Ambler altimeter setting. Circling NA north of Rwy 9-27.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 4000 direct JIDGA and hold.

AMBLER AWOS-3 132.1	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 122.0	CTAF 122.7
------------------------	---------------------------------	-------------------------	---------------



CATEGORY	A	B	C	D
LNAV MDA	780-1 643 (700-1)		780-1¾ 643 (700-1¾)	780-2 643 (700-2)
CIRCLING	780-1 643 (700-1)		780-1¾ 643 (700-1¾)	780-2 643 (700-2)

MIRL Rwy 9-27

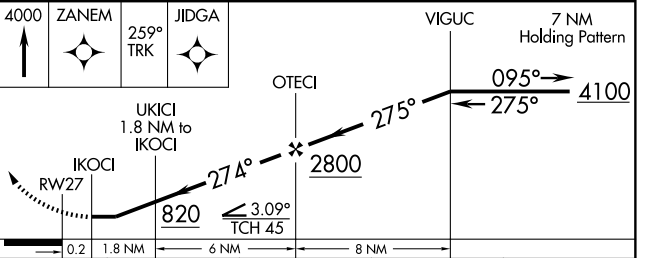
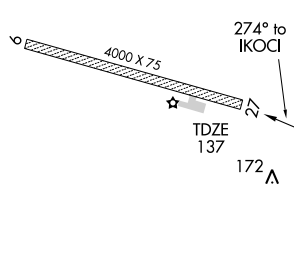
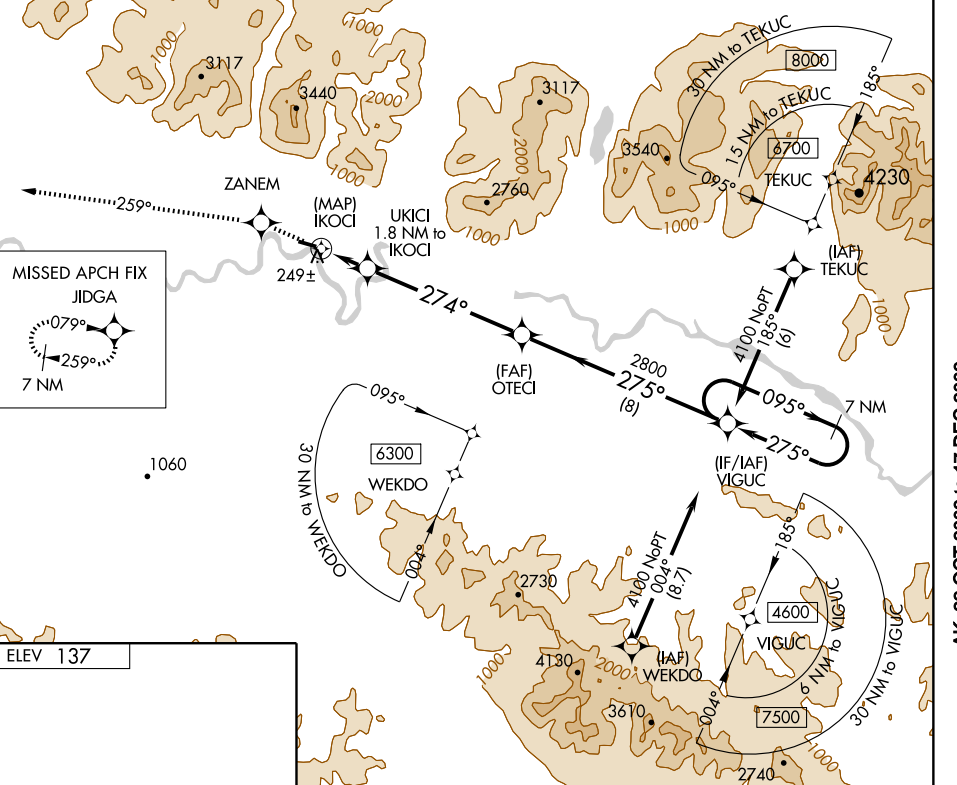
▼

NA

Use Ambler altimeter setting. Circling NA north of Rwy 9-27.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb 4000 direct ZANEM and via 259° track to JIDGA and hold.

AMBLER AWOS-3 132.1	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 122.0	CTAF 122.7 0
------------------------	---------------------------------	-------------------------	-----------------



CATEGORY	A	B	C	D
LNAV MDA	640-1	503 (600-1)	640-1½	503 (600-1½)
CIRCLING	700-1	563 (600-1)	700-1½	740-2
			563 (600-1½)	603 (700-2)

MIRL Rwy 9-27 0

AK. 22 OCT 2009 to 17 DEC 2009

D

FIELD
ELEV
78

ELEV

108

JANUARY 2005
ANNUAL RATE OF CHANGE
0.2°W

VAR 18.5° F

ELEV

84

ELEV
21

25

57°45'N

182 ☆

CONTROL
TOWER

RWY 7-25

S53, D110, DT150

RWY 11-2

S53, D110, DT150

RWY 18-36
255-5

S53, D110, ST110, DT150

5390

1

2% Up

1

▼

21

36

ELEV
36

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AK-22 OCT 2009 to 17 DEC 2009

LOC/DME I-ADQ 110.9 Chan 46	APP CRS 254°	Rwy Idg 7542 TDZE 33 Apt Elev 78
---	------------------------	---

ILS or LOC/DME Y RWY 25

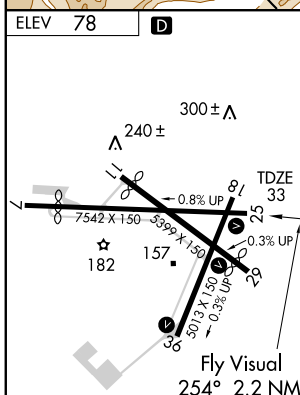
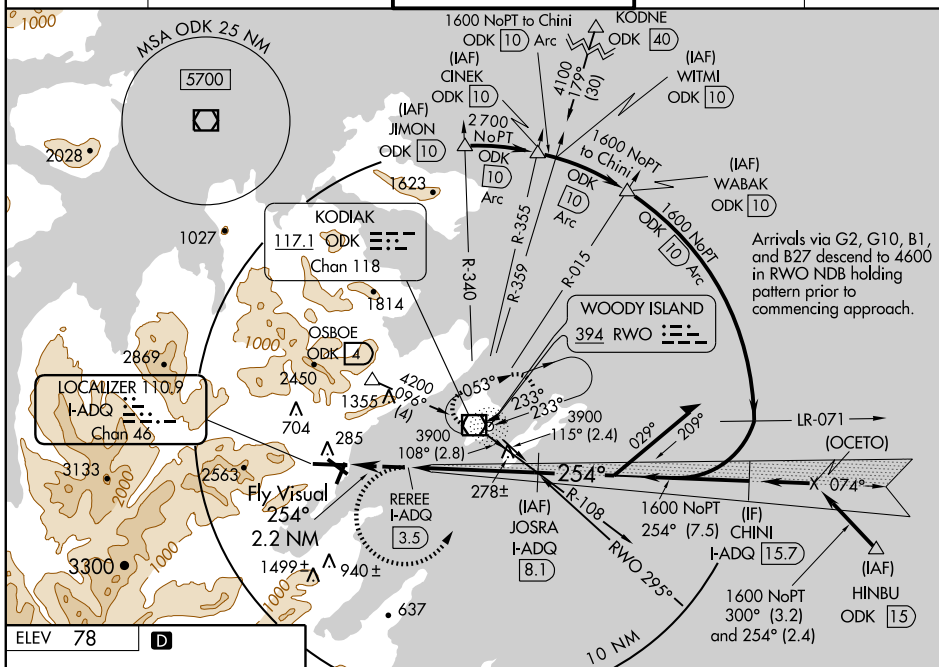
KODIAK (ADQ)(PADQ)



Circling NA west of Rwy 18-36. Circling to Rwy 25, 29 and 36 NA north of Rwy 7-25. Circling to Rwy 18 and 36 NA at night.
Rapidly rising terrain north, west, and south of airport.
ILS unusable from 2 DME inbound.

MISSED APPROACH: Climbing left turn to 3700 via heading 075° then left turn direct ODK VOR/DME and hold.

ATIS 135.5	ANCHORAGE CENTER 125.1 281.4	KODIAK TOWER * 119.8 (CTAF) 0 239.0	GND CON 121.9	UNICOM 122.8
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REIL Rwy 25 and 36 **L**


HIRL Rwy 7-25, 11-29 and 18-36 **L**

Knots	60	90	120	150	180
Min:Sec					

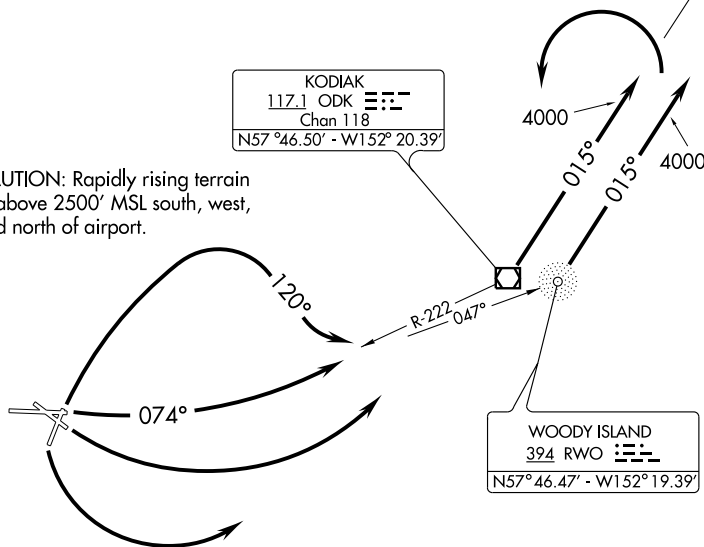
KODIAK FIVE DEPARTURE (OBSTACLE)

NOTE: Chart not to scale.

ATIS
135.5
GND CON
121.9
KODIAK TOWER ★
119.8 (CTAF) 239.0

KODIAK
117.1 ODK 
Chan 118
N57°46.50' - W152°20.39'

CAUTION: Rapidly rising terrain
to above 2500' MSL south, west,
and north of airport.

TAKEOFF MINIMUMS:

Rwy 7: Standard.

Rwy 11: 300-2 or standard with minimum climb of 265' per NM to 500.

Rwy 18: Standard with the following minimum climb requirements: 150K or less, 400 feet per NM to 1200; more than 150K, 530 feet per NM to 1900, or 3200-3 for climb in visual conditions.

Resume normal speed after passing ODK VOR/DME/RWO NDB.

Rwy 25: NA - Terrain.

Rwy 29: NA at night. 2500-5.

Rwy 36: NA at night. 1400-3 with the following minimum climb requirements: 150K or less, 500 feet per NM to 1600; more than 150K, 665 feet per NM to 1800, or 3200-3 for climb in visual conditions. Resume normal speed after passing ODK VOR/DME/RWO NDB.

TAKE-OFF OBSTACLE NOTES:

Rwy 7, vehicle and ship beginning 50' from DER, on centerline, 135' AGL/135' MSL.

Rwy 11, vehicle and ship beginning 50' from DER, on centerline, up to 135' AGL/135' MSL.

Tree 1.7 NM from DER, 2679' right of centerline, up to 100' AGL/360' MSL.

Rwy 18, multiple trees and vehicle beginning 4' from DER, on centerline, up to 100' AGL/134' MSL.

Multiple trees 295' from DER, 357' right of centerline, up to 100' AGL/140' MSL.

Rwy 29, multiple trees, bushes, and terrain, 336' from DER, 276' left of centerline, up to 100' AGL/1081' MSL. Multiple trees, vehicle, bushes, and terrain 50' from DER, on centerline, up to 100' AGL/320' MSL. Multiple towers 6061' from DER, 31' right of centerline, up to 468' AGL/658' MSL.

Rwy 36, Multiple trees and vehicles 50' from DER, on centerline, up to 100' AGL/323' MSL.

KODIAK FIVE DEPARTURE (OBSTACLE)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7: Climb via heading 074° to intercept ODK VOR/DME R-222 to ODK or 047° course to RWO NDB. Thence

TAKE-OFF RUNWAY 11: Climbing left turn to intercept ODK VOR/DME R-222 to ODK or 047° course to RWO NDB. Thence

TAKE-OFF RUNWAY 18: Climbing left turn to intercept ODK VOR/DME R-222 to ODK or 047° course to RWO NDB. Thence . . . , or for climb in visual conditions: cross Kodiak airport eastbound at or above 3100 to intercept ODK R-222 to ODK or 047° course to RWO NDB. Thence

TAKE-OFF RUNWAY 29: Climb in visual conditions direct ODK VOR/DME or RWO NDB (visual conditions must be maintained from takeoff until established over ODK VOR/DME or RWO NDB); cross ODK VOR/DME or RWO NDB at or above 2400 MSL, Thence

TAKE-OFF RUNWAY 36: Climbing right turn via heading 120° to intercept ODK VOR/DME R-222 to ODK or 047° course to RWO NDB. Thence. . . , or for climb in visual conditions: cross Kodiak airport eastbound at or above 3100 to intercept ODK R-222 to ODK or 047° course to RWO NDB, Thence

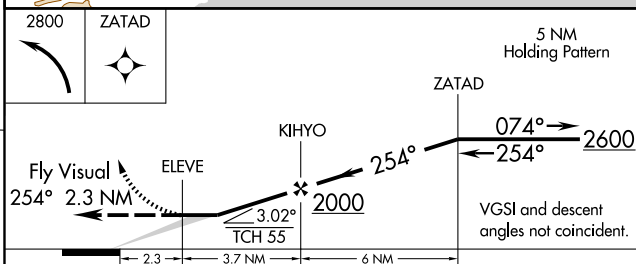
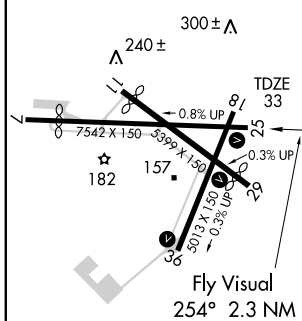
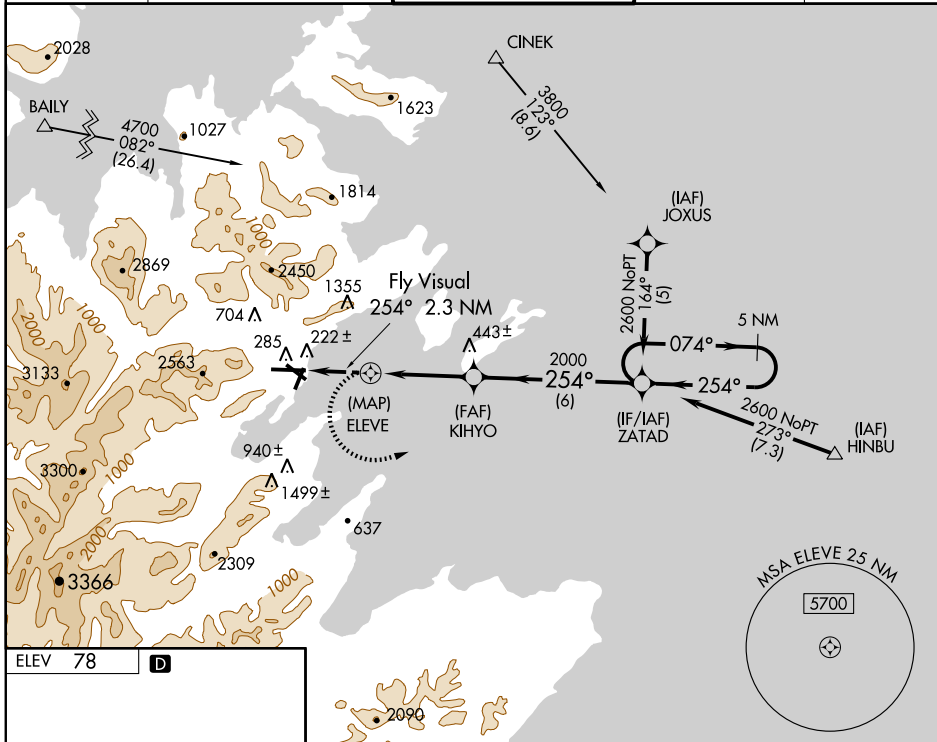
. . . . Climb to 4000 via ODK VOR/DME R-015 or 015° bearing from RWO NDB. V357 proceed on course, all others climbing left turn direct ODK VOR/DME or RWO NDB and then proceed on course.

APP CRS 254°	Rwy Idg TDZE Apt Elev	7542 33 78
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RNAV (GPS) RWY 25
KODIAK (ADQ)(PADQ)

- | | |
|--|---|
| <p>▼ Circling NA west of runway 18-36. DME/DME RNP-0.3 NA.</p> <p>▲ Circling to Rwy 25, 29 and 36 NA north of Rwy 7-25. Circling to Rwy 18 and 26 NA at night. Rapidly rising terrain north, west, and south of airport.</p> | <p>MISSED APPROACH: Climbing left turn to 2800 direct ZATAD and hold.</p> |
|--|---|

ATIS 135.5	ANCHORAGE CENTER 125.1 281.4	KODIAK TOWER * 119.8 (CTAF) 0 239.0	GND CON 121.9	UNICOM 122.8
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CATEGORY	A	B	C	D
LNAV MDA	480-2	447 (500-2)	580-2 547 (600-2)	1040-3 1007 (1000-3)
CIRCLING 29, 36, 25	660-2 ³ / ₄ 582 (600-2 ³ / ₄)	720-2 ³ / ₄ 642 (700-2 ³ / ₄)	740-2 ³ / ₄ 662 (700-2 ³ / ₄)	1040-3 962 (1000-3)
CIRCLING 18	660-2 ³ / ₄ 582 (600-2 ³ / ₄)	1060-2 ³ / ₄ 982 (1000-2 ³ / ₄)	1260-3 1182 (1200-3)	1660-3 1582 (1600-3)

REIL Rwy 25 and 36 **L**

HURL Rwy 7-25, 11-29 and 18-36 L

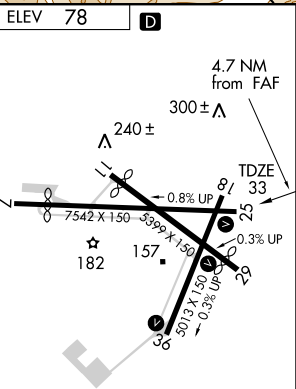
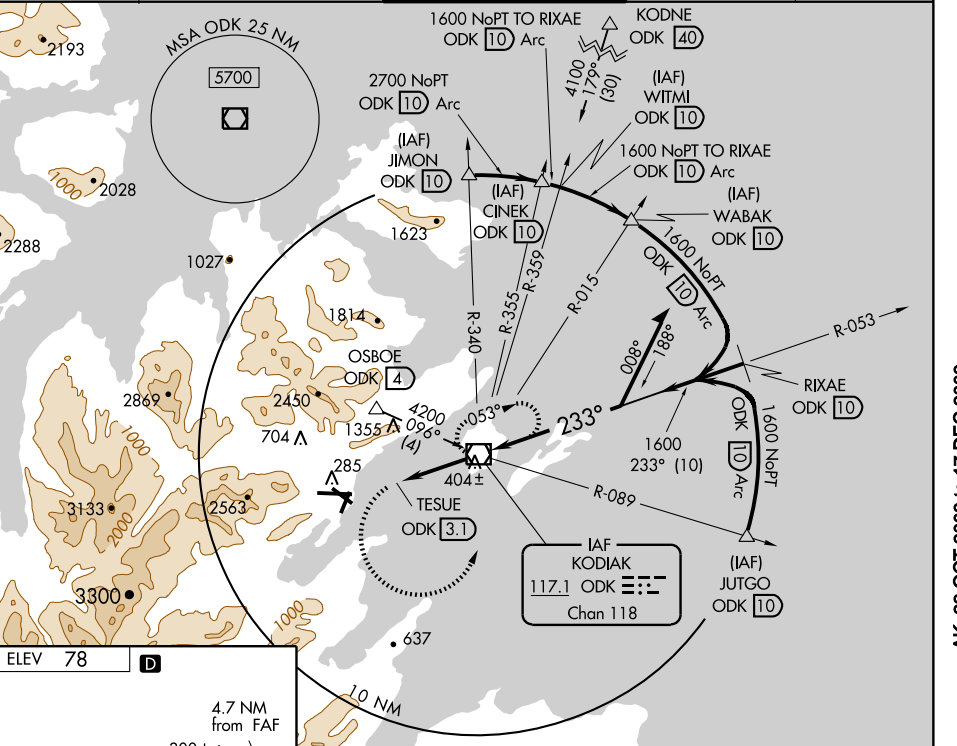
⚠

⚠

Circling NA west of Rwy 18-36. Circling to Rwy 25, 29 and 36 NA north of Rwy 7-25. Circling to Rwy 18 and 36 NA at night. Rapidly rising terrain north, west, and south of airport.

MISSED APPROACH: Climbing left turn to 3700 via heading 075° then left turn direct ODK VOR/DME and hold.

ATIS 135.5	ANCHORAGE CENTER 125.1 281.4	KODIAK TOWER * 119.8 (CTAF) 0 239.0	GND CON 121.9	UNICOM 122.8
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REIL Rwy 25 and 36 0				
HIRL Rwy 7-25, 11-29 and 18-36 0				
FAF to MAP 3.1 NM				
Knots	60	90	120	150
Min:Sec	3:06	2:04	1:33	1:14
				1:02
CIRCLING 36, 29, 25	660-2 582 (600-2)	720-2 642 (700-2)	740-2 662 (700-2)	800-2½ 722 (800-2½)
CIRCLING 18	660-2 582 (600-2)	1060-2 982 (1000-2)	1260-3 1182 (1200-3)	1660-3 1582 (1600-3)

RNAV (GPS) RWY 6

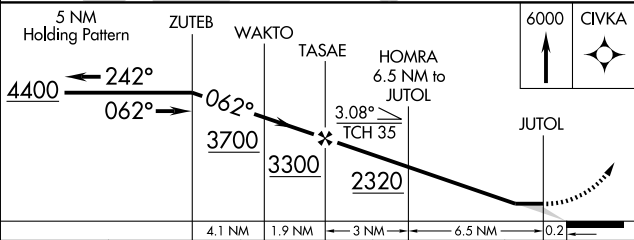
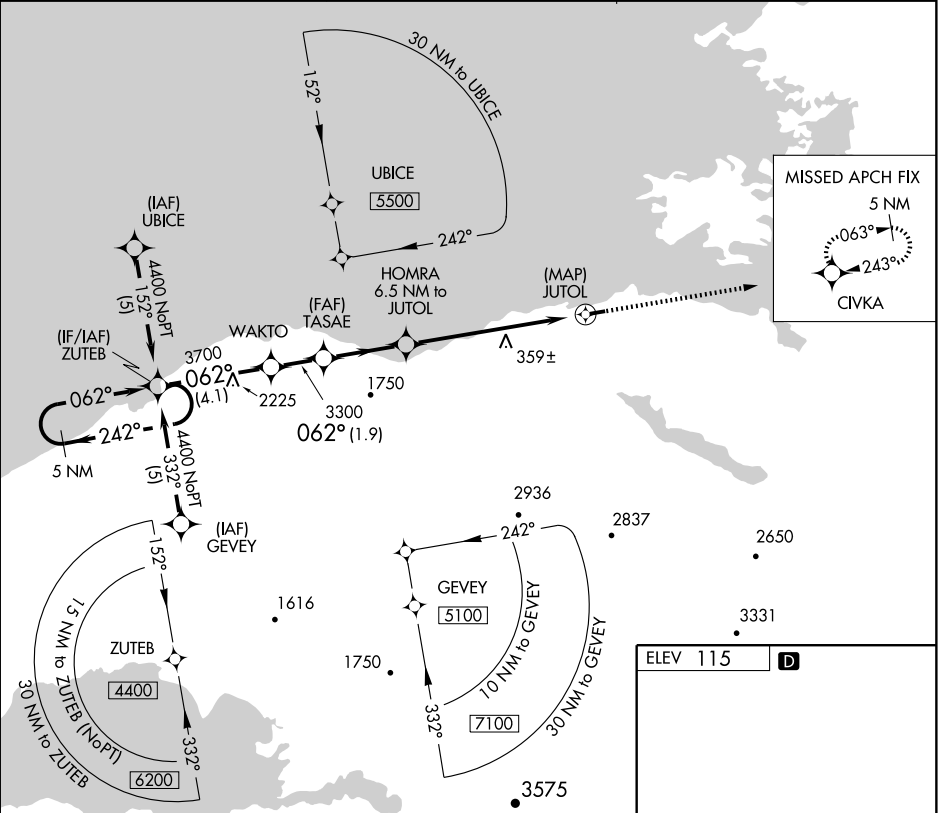
KOKHANOK (9K2) (PFFK)

APP CRS	Rwy Idg	3300
062°	TDZE	115
	Apt Elev	115

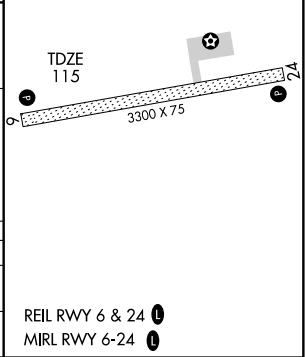
▼ Use Iliamna altimeter setting.
DME/DME RNP-0.3 NA.
▲ NA Procedure NA at night.

MISSED APPROACH: Climb to 6000 direct CIVKA and hold, continue climb-in-hold to 6000.

ILIAMNA ASOS 134.95	ANCHORAGE CENTER 124.8 354.0	CTAF 122.9 0
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CATEGORY	A	B	C	D
LNAV MDA	980-1 865 (900-1)	980-1¼ 865 (900-1¼)	NA	NA
CIRCLING	1020-1¼ 905 (1000-1¼)	NA	NA	NA



▼

Use Iliamna altimeter setting. DME/DME RNP-0.3 NA.

▲ NA

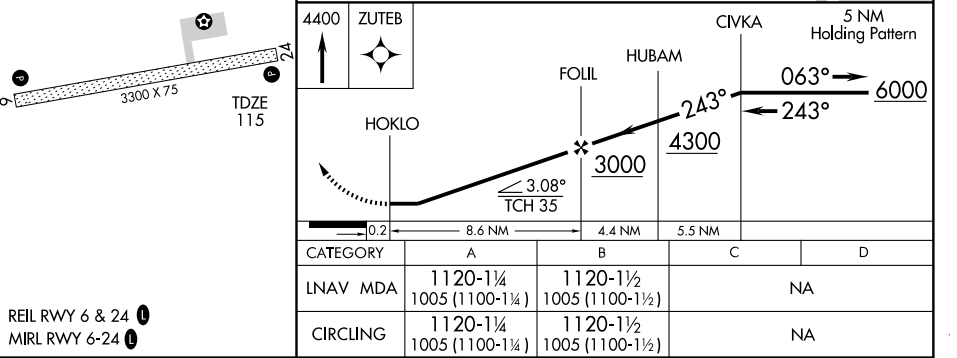
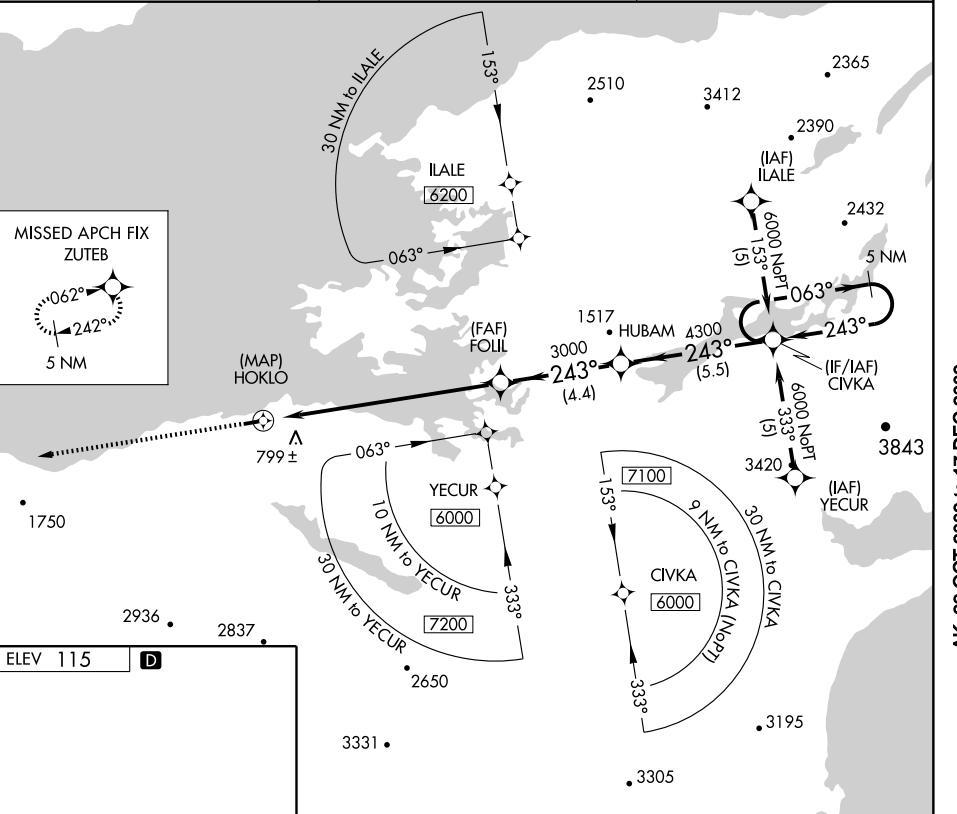
Procedure NA at night.

▲ NA

Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4400 direct ZUTEB and hold, continue climb-in-hold to 4400.

ILIAMNA ASOS 134.95	ANCHORAGE CENTER 124.8 354.0	CTAF 122.9 0
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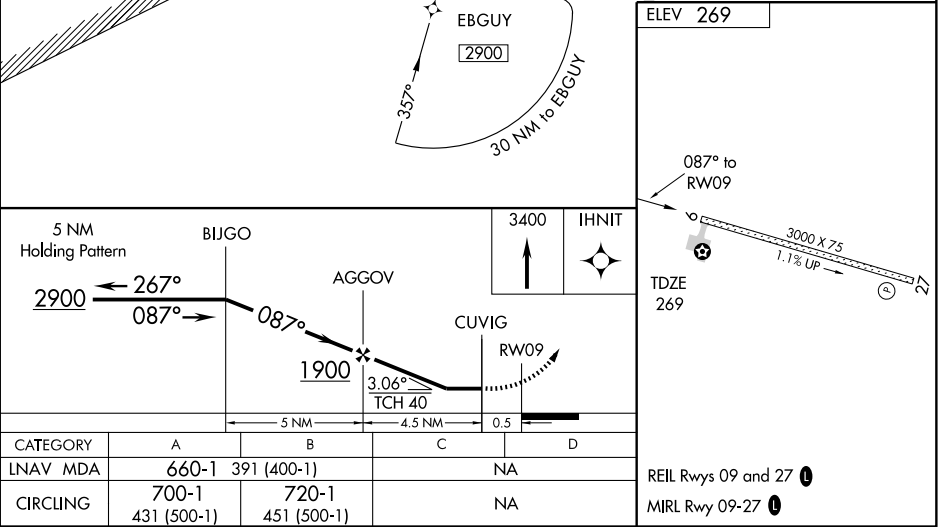
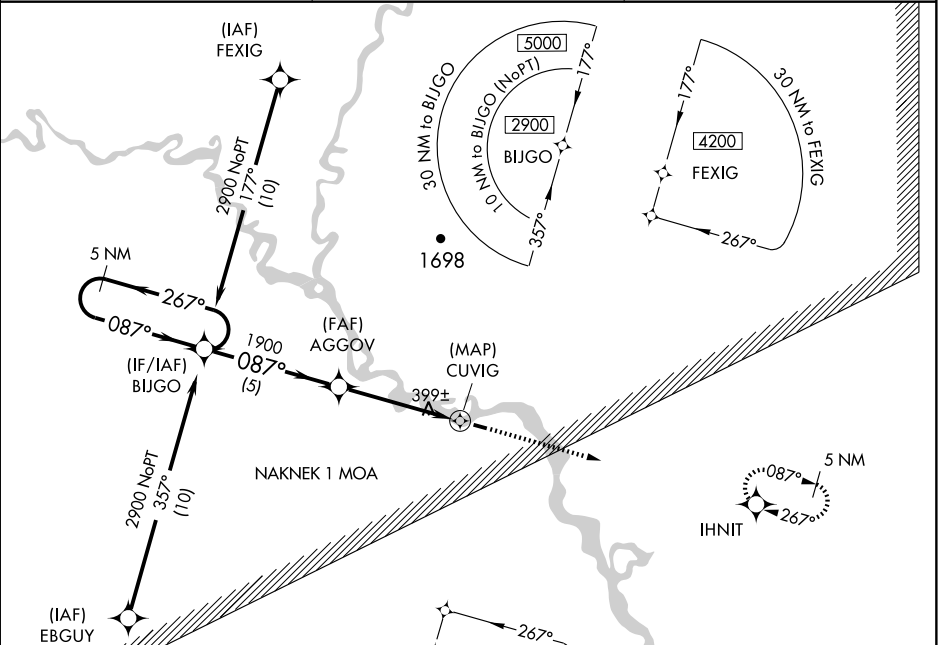


APP CRS	Rwy Idg	3000
087°	TDZE	269
	Apt Elev	269

RNAV (GPS) RWY 9
KOLIGANEK (JZZ) (PAJZ)

T DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3400 direct IHNIT and hold, continue climb-in-hold to 3400.
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AWOS-3 118.525	ANCHORAGE CENTER 132.75 282.35	CTAF 122.9 0
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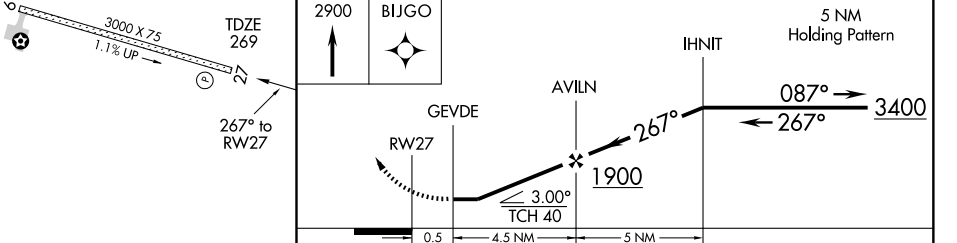
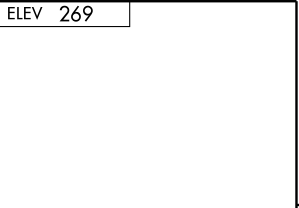
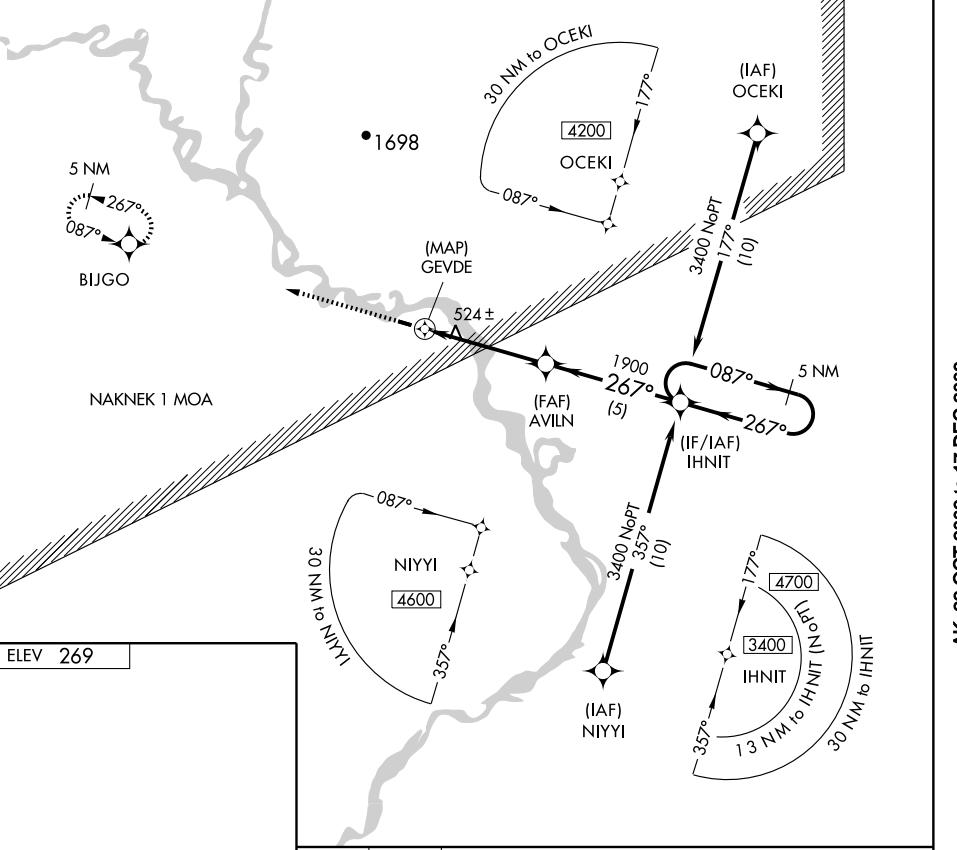




▼

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2900 direct BIJGO and hold.

AWOS-3 118.525	ANCHORAGE CENTER 132.75 282.35	CTAF 122.9 
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REIL Rwy 09 and 27 				
MIRL Rwy 09-27 				
CATEGORY	A	B	C	D
LNAV MDA	780-1	511 (600-1)	NA	
CIRCLING	780-1	511 (600-1)	NA	

ZUNOS ONE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 9: Climb heading 087° to 780 then climbing right turn to 5000 or altitude assigned by ATC direct ZUNOS.

TAKE-OFF RWY 27: Climb heading 267° to 780 then climbing left turn to 5000 or altitude assigned by ATC direct ZUNOS.

TAKE-OFF MINIMUMS

Rwy 27: Standard.

Rwy 9: 300-2 or Standard with minimum climb of 205' per NM to 700, or alternatively, with Standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway.

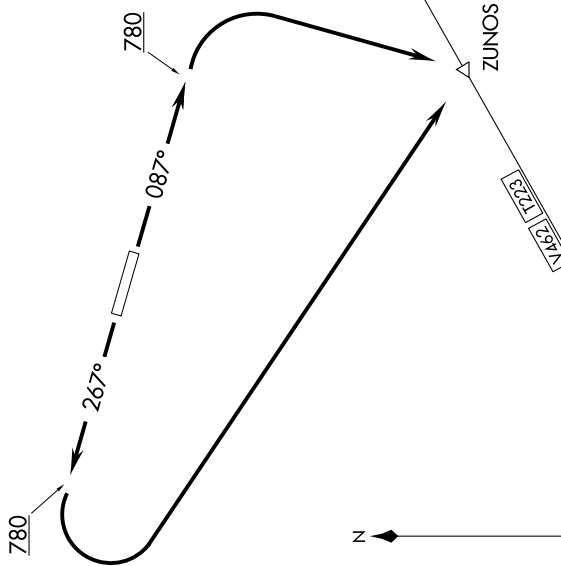
TAKE-OFF OBSTACLE NOTES

Rwy 9: Multiple trees beginning 133' from DER, 29' right of centerline, up to 50' AGL / 399' MSL. Multiple trees beginning 263' from DER, 194' left of centerline, up to 50' AGL / 399' MSL.

Rwy 27: Multiple bushes and powerlines beginning 76' from DER, 76' left of centerline, up to 50' AGL / 309' MSL. Bushes and trees beginning 242' from DER, 4' right of centerline, up to 50' AGL / 309' MSL.

NOTES: GPS required.
RNAV 1.

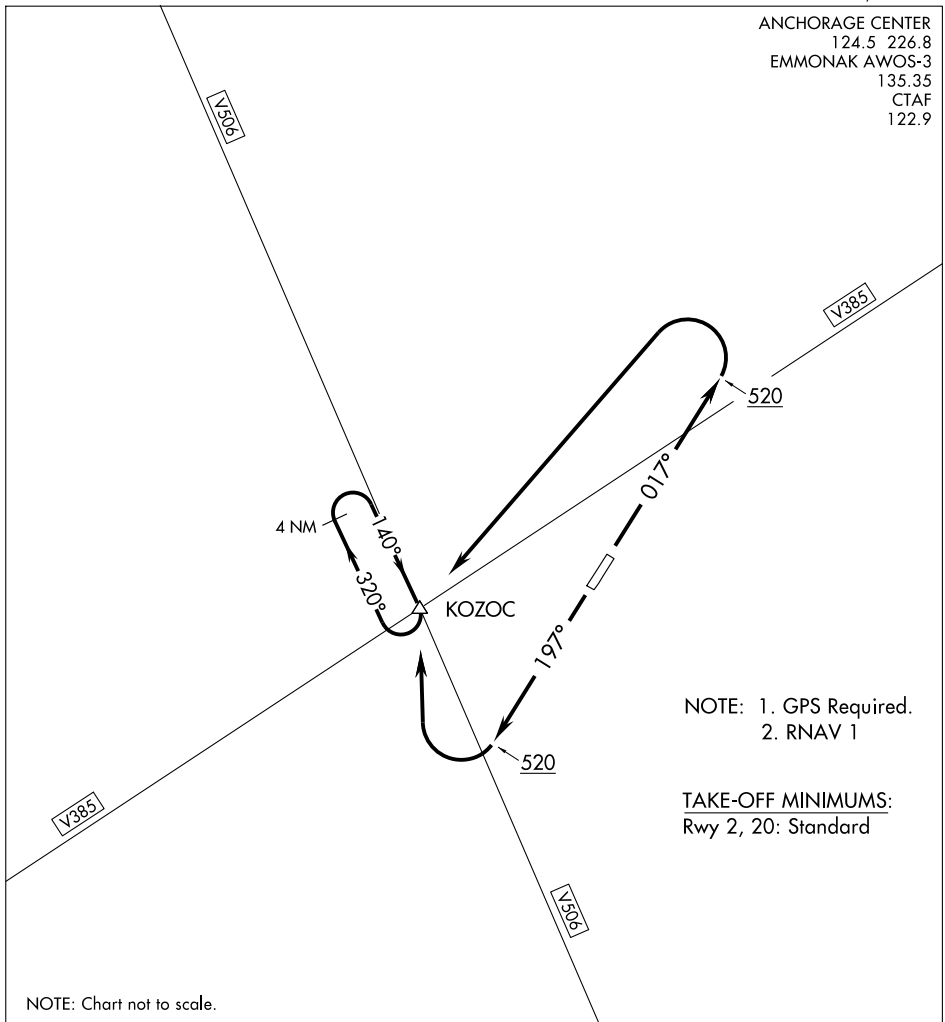
NOTE: Chart not to scale.



ANCHORAGE DEP CON
132.75 282.35
AWOS-3
118.525
CTAF
122.9

KOZOC ONE DEPARTURE (RNAV)

ANCHORAGE CENTER
124.5 226.8
EMMONAK AWOS-3
135.35
CTAF
122.9



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 2: Climb heading 017° to 520', then climbing left turn direct KOZOC, thence

TAKE-OFF RWY 20: Climb heading 197° to 520', then climbing right turn direct KOZOC, thence

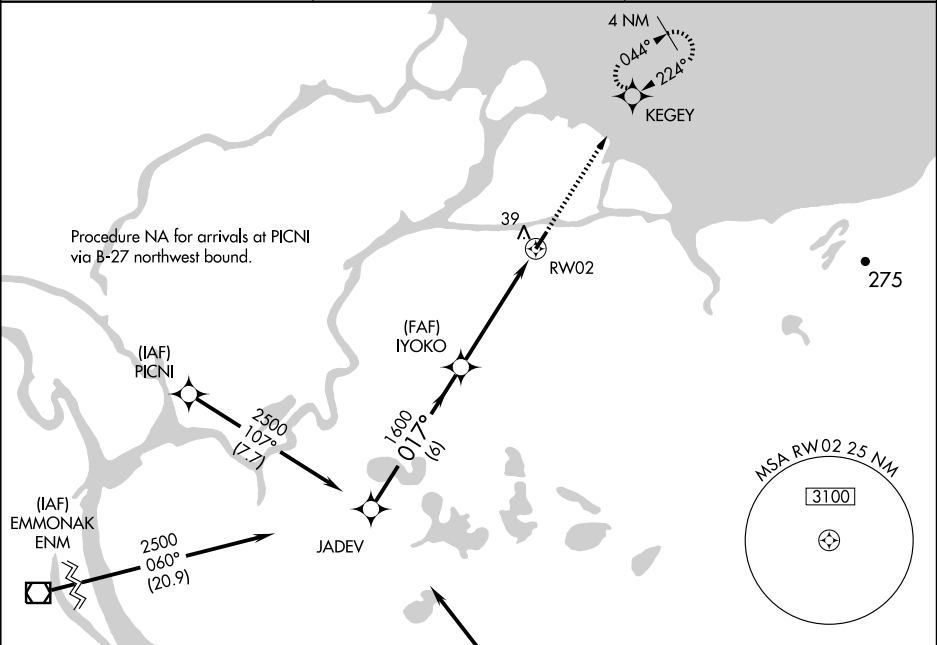
... climb in KOZOC holding pattern (NW, right turns, 140° inbound), to cross KOZOC at or above MEA for route of flight, before proceeding on course.

APP CRS 017°	Rwy Idg TDZE Apt Elev	4422 15 15
------------------------	-----------------------------	---------------------------------------

RNAV (GPS) RWY 2
KOTLIK (2A9) (PFKO)

NA	DME/DME RNP-0.3 NA. Use EMMONAK altimeter setting. Procedure NA at night.	MISSED APPROACH: Climb to 3500 direct KEGEY WP and hold.
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EMMONAK AWOS-3 135.35	ANCHORAGE CENTER 124.5 226.8	CTAF 122.9
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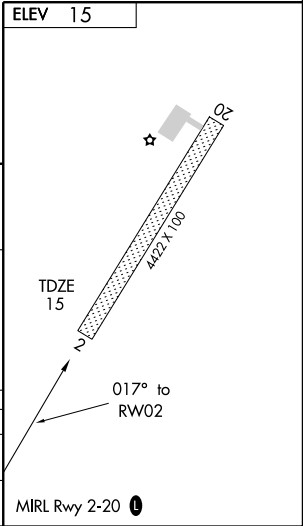
Procedure NA for arrivals on ENM VOR/DME airway radials 038 CW 075.

Procedure NA for arrivals at GOYWI via V-506 southeast bound.

(IAF) GOYWI

2500 30° (11.3)

CATEGORY	A	B	C	D
LNAV MDA	500-1	485 (500-1)	NA	
CIRCLING	560-1	545 (600-1)	NA	

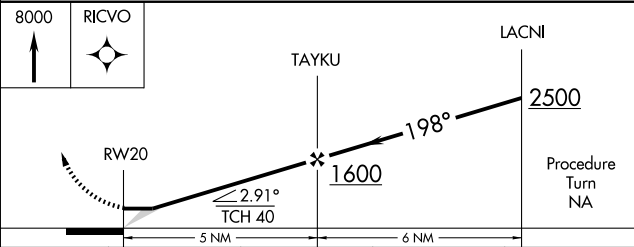
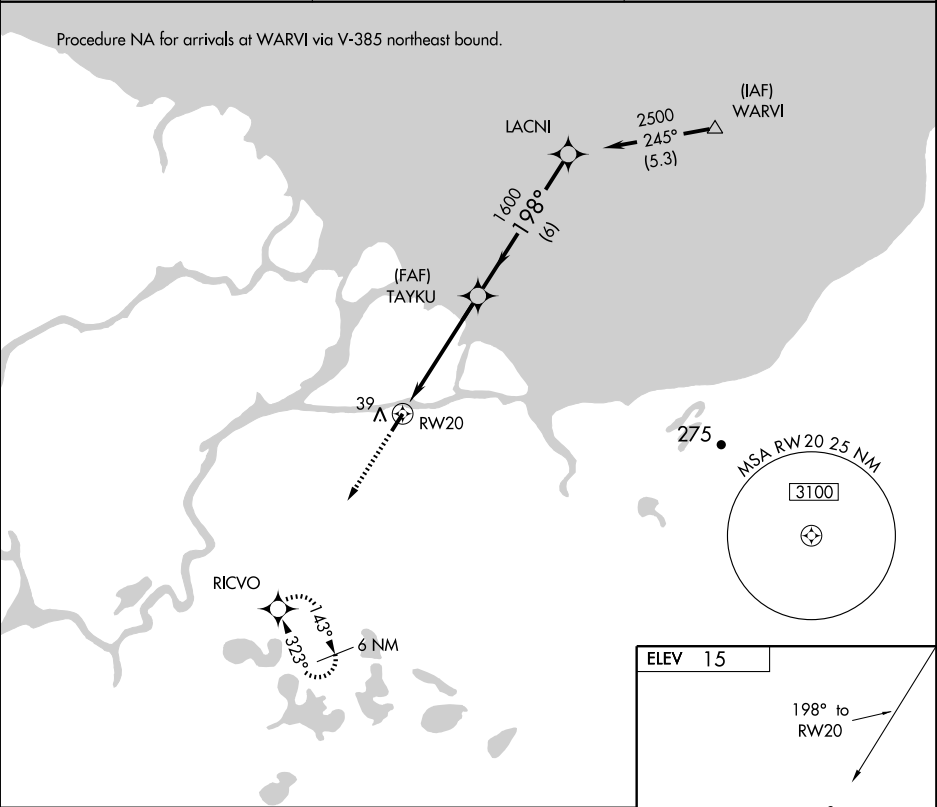


APP CRS	Rwy Idg	4422
198°	TDZE	15
	Apt Elev	15

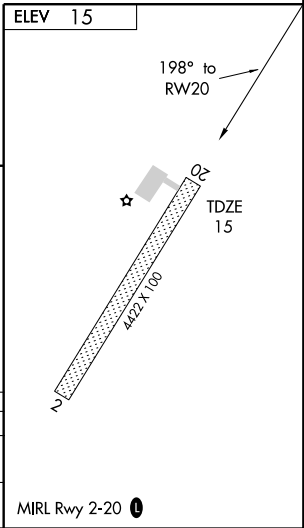
RNAV (GPS) RWY 20
KOTLIK (2A9) (PFKO)

NA DME/DME RNP-0.3 NA. Use EMMONAK altimeter setting. Procedure NA at night.	MISSED APPROACH: Climb to 8000 direct RICVO WP and hold.
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EMMONAK AWOS-3 135.35	ANCHORAGE CENTER 124.5 226.8	CTAF 122.9 1
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CATEGORY	A	B	C	D
LNAV MDA	440-1	425 (500-1)	NA	NA
CIRCLING	480-1	465 (500-1)	NA	NA



MIRL Rwy 2-20 1

LOC/DME I-OTZ 110.7 Chan 44	APP CRS 085°	Rwy Idg 5900 TDZE 13 Apt Elev 14
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ILS or LOC/DME RWY 9
KOTZEBUE/ RALPH WIEN MEMORIAL (OTZ) (PAOT)

T If local altimeter setting not received, use Noatak altimeter setting and increase all DAs 107 feet and MDAs 120 feet.

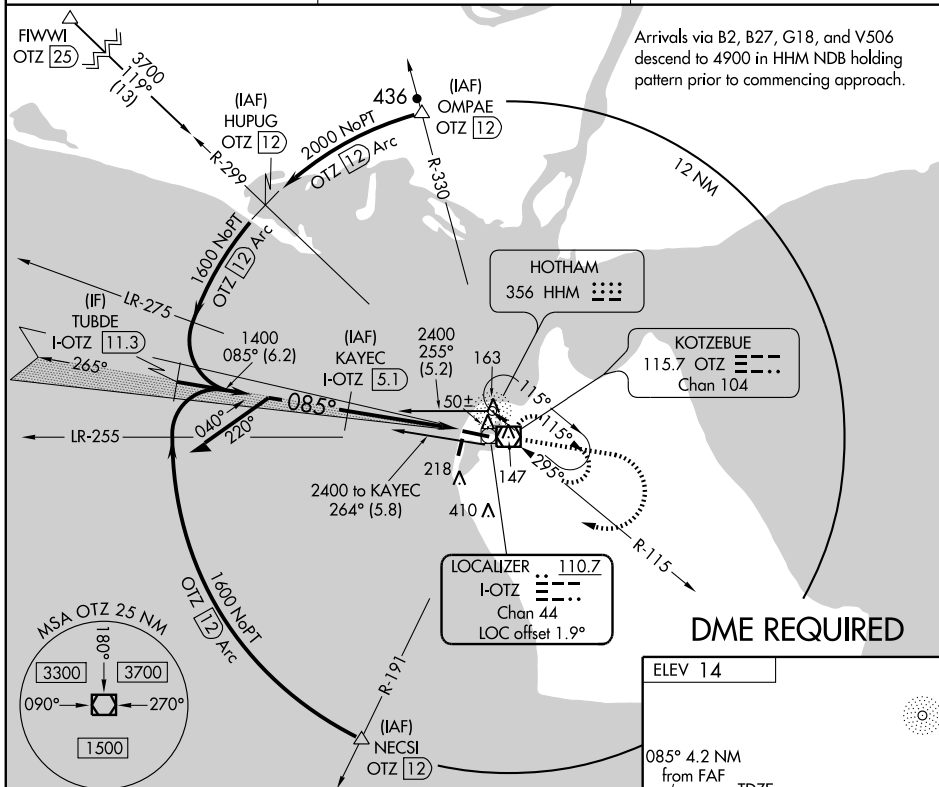
A VDP NA when using Noatak altimeter setting.

MISSED APPROACH: Climb to 1600 then climbing right turn to 2000 direct OTZ VOR/DME and hold, continue climb-in-hold to 2000.

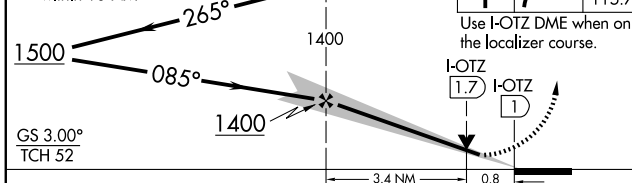
ATIS
135.45

ANCHORAGE CENTER
119.2 263.0

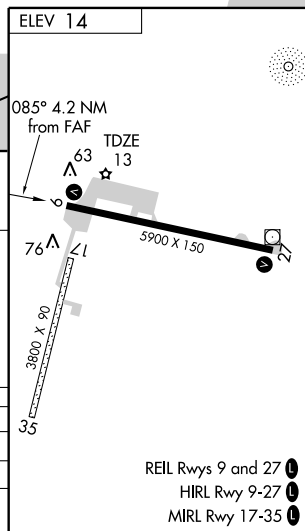
KOTZEBUE RADIO
123.6 (CTAF) **L**



VGSI and ILS glidepath not coincident. KAYEC
Remain within 10 NM I-OTZ 5.1



CATEGORY	A	B	C	D
S-ILS 9		263/40	250 (300-34)	
S-LOC 9		300/50	287 (300-1)	
CIRCLING	520-1	506 (600-1)	520-1½ 506 (600-1½)	580-2 566 (600-2)



APP CRS	Rwy Idg	5900
087°	TDZE	13
	Apt Elev	14

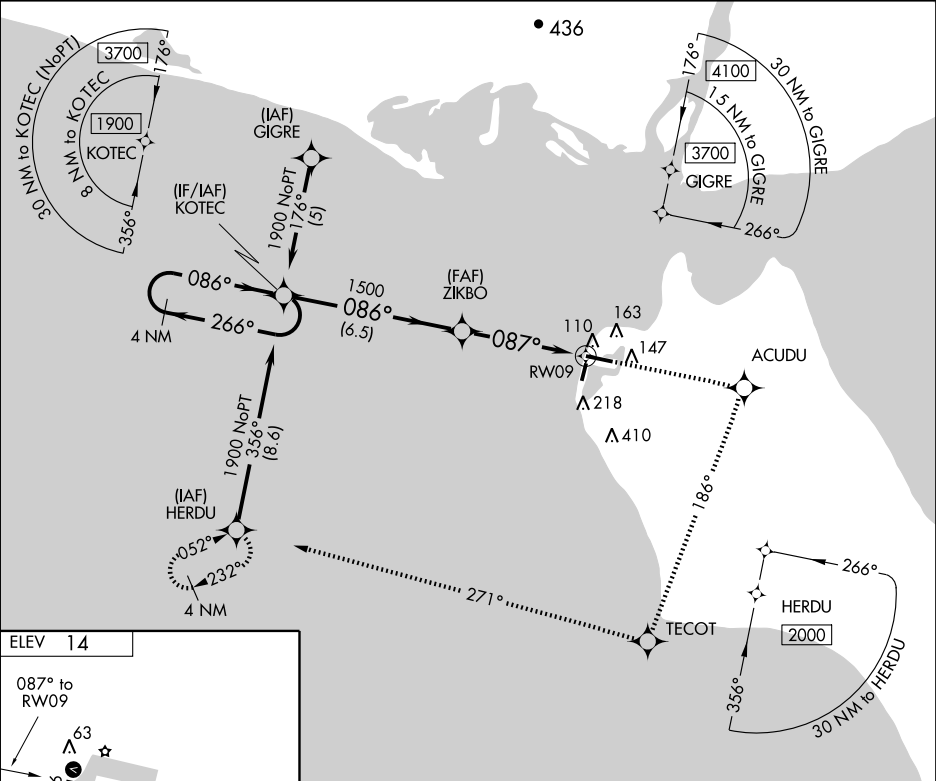
RNAV (GPS) RWY 9

KOTZEBUE/ RALPH WIEN MEMORIAL (OTZ) (PAOT)

- When local altimeter setting not received, use Noatak altimeter setting and increase all MDAs 120 feet and Cat C/D ¼ mile.
- VDP NA when using Noatak altimeter setting.
- DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 2000 direct ACUDU and right turn via 186° track to TECOT and via 271° track to HERDU and hold.

ATIS 135.45	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 123.6 (CTAF) 0
----------------	---------------------------------	----------------------------------



ELEV 14

087° to RW09

TDZE 13

3800 x 90

35

5900 x 150

27

REIL Rwy 9 and 27 0

HIRL Rwy 9-27 0

MIRL Rwy 17-35 0

4 NM Holding Pattern				
KOTEC				
<div>1900 ← 266° → 086° → 086° → ZIKBO → 1500 → 087° → 1 NM to RW09 → RW09</div> <div>6.5 NM 3.5 NM 1 NM</div>				
CATEGORY	A	B	C	D
LNAV MDA	360/50 347 (400-1)			360/60 347 (400-1½)
CIRCLING	520-1 506 (600-1)		520-1½ 506 (600-1½)	580-2 566 (600-2)

APP CRS	Rwy Idg	5900
267°	TDZE	14
	Apt Elev	14

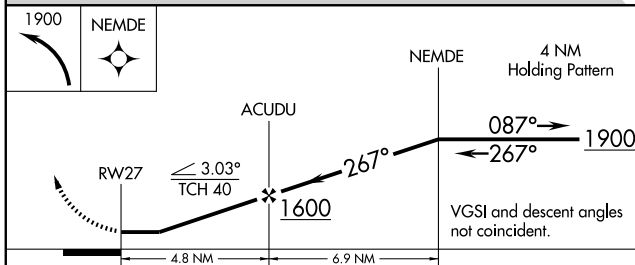
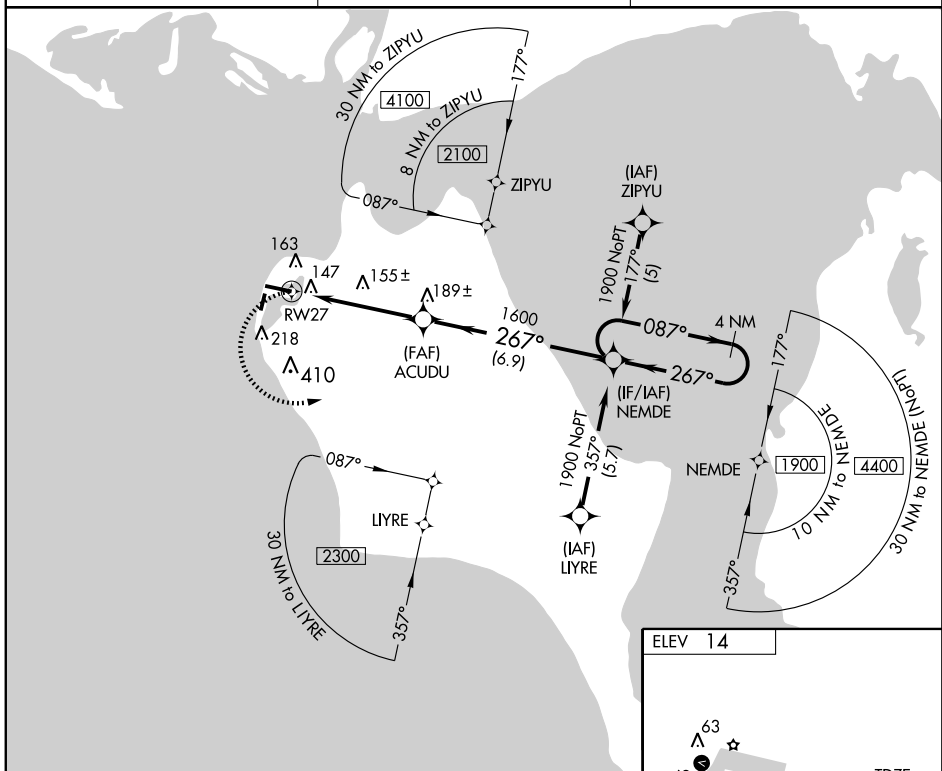
RNAV (GPS) RWY 27

KOTZEBUE/RALPH WIEN MEMORIAL (OTZ)(PAOT)

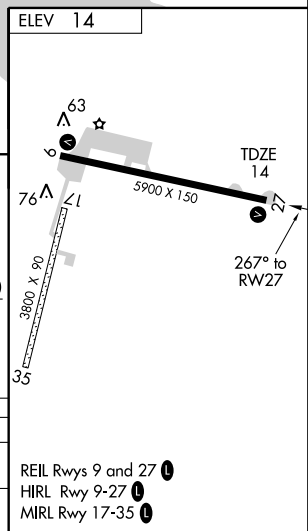
- | | |
|----------|---|
| T | If local altimeter setting not received, use Noatak altimeter setting and increase all MDAs 120 feet. |
| A | DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA. |

MISSED APPROACH: Climbing left turn to 1900 direct NEMDE and hold.

<p>ATIS</p> <p>135.45</p>	<p>ANCHORAGE CENTER</p> <p>119.2 263.0</p>	<p>KOTZEBUE RADIO</p> <p>123.6 (CTAF) 0</p>
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CATEGORY	A	B	C	D
LNAV MDA	420-1	406 (500-1)	420-1 ¼	406 (500-1¼)
CIRCLING	520-1	506 (600-1)	520-1½ 506 (600-1½)	580-2 566 (600-2)



▼

▲

If local altimeter setting not received, use Nootak altimeter setting and increase all MDAs 120 feet.

VDP NA when using Nootak altimeter setting.

MISSED APPROACH: Climb to 1600 then climbing right turn to 2000 direct OTZ VOR/DME and hold, continue climb-in-hold to 2000.

ATIS 135.45	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 123.6 (CTAF) 0
----------------	---------------------------------	----------------------------------

Arrivals via B2, B3, B27, G18, and V506 descend to 4300 in HHM NDB holding pattern prior to commencing approach.

Key Features:

- FIWWI OTZ 25**: 3700 (11.3) bearing 113°
- (IAF) HUPUG OTZ 12**: 436 bearing 200°
- (IAF) OMPAE OTZ 12**: 436 bearing 330°
- HOTHAM 356 HHM**: Holding pattern at 4300
- (IF) VAGUY OTZ 12**: 1000 (083° (7.4)) bearing 273°
- (IAF) KEPT OTZ 4.6**: 2400 (251° (4)) bearing 163°
- KOTZEBUE 115.7 OTZ Chan 104**: 147 bearing 115°
- (IAF) NECSI OTZ 12**: 2400 to KEPT 263° (4.6) bearing 191°
- MSA OTZ 25 NM**: 3300, 3700, 1500

Remain within 10 NM

1500

263°

083°

1000

3.05° TCH 39

2 NM

0.9

1600

2000

OTZ 115.7

OTZ 2.6

OTZ 1.7

CATEGORY	A	B	C	D
S-9	340/50 327 (400-1)			
CIRCLING	520-1 506 (600-1)	520-1½ 506 (600-1½)	580-2 566 (600-2)	

ELEV 14

083° 2.9 NM from FAF

63 TDZE 13

76°

3800 x 90

35

5900 x 150

27

REIL Rwy 9 and 27

MIRL Rwy 9-27

MIRL Rwy 17-35

AK 22 OCT 2009 to 17 DEC 2009

If local altimeter setting not received, use Noatak altimeter setting and increase all MDAs 120 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1700 then climbing left turn to 2000 direct OTZ VOR/DME and hold, continue climb-in-hold to 2000.

ATIS 135.45	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 123.6 (CTAF) 0
----------------	---------------------------------	----------------------------------

1700
↑

2000
↖

OTZ
115.7

ODEGE
OTZ 3.5

094°

274°

1500

1400

2.6 NM

0.7

0.9

Remain within 10 NM

VOR/DME

RAGROY
OTZ 0.9

0.7

0.9

2.6 NM

CATEGORY	A	B	C	D
S-27	440-2 426 (500-2)			
CIRCLING	520-2 506 (600-2)		580-2 566 (600-2)	

ELEV 14

63

76

35

3800 x 90

5900 x 150

274° 4.2 NM from FAF

TDZE 14

REIL Rwy 9 and 27

HIRL Rwy 9-27

MIRL Rwy 17-35

AK 22 OCT 2009 to 17 DEC 2009

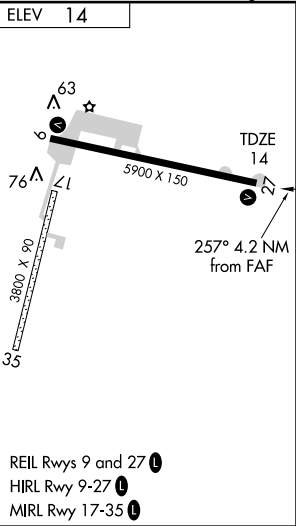
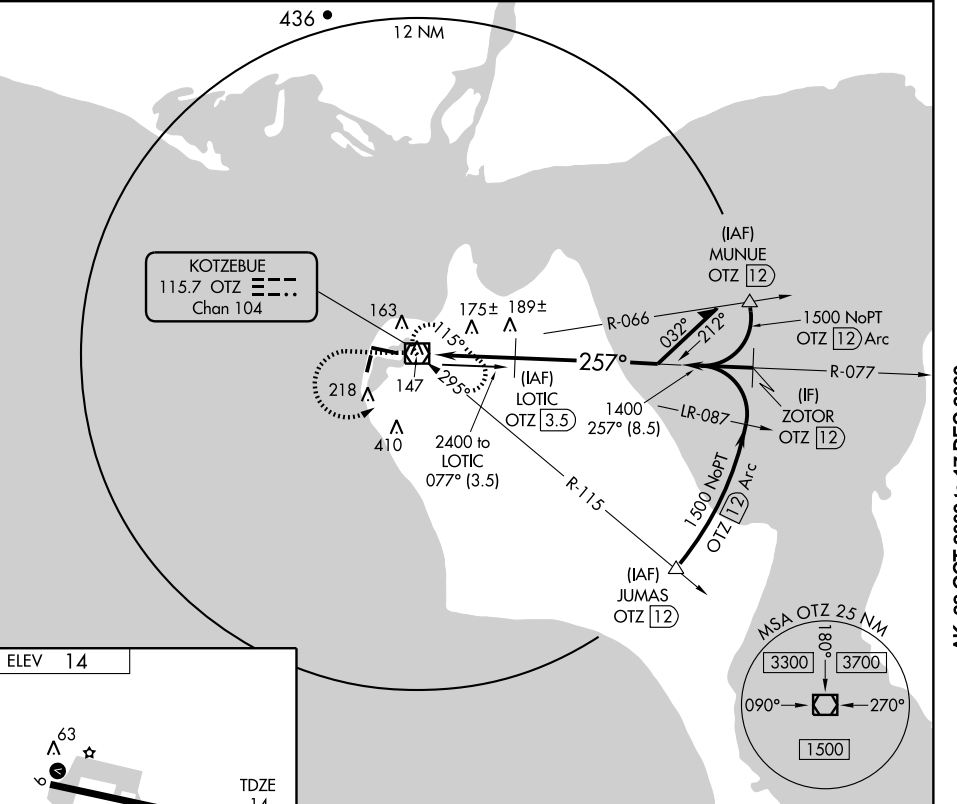
▼

▲

If local altimeter setting not received, use Noatak altimeter setting and increase all MDAs 120 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1600 then climbing left turn to 2000 direct OTZ VOR/DME and hold, continue climb-in-hold to 2000.

ATIS 135.45	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 123.6 (CTAF) 0
----------------	---------------------------------	----------------------------------



1600	2000	OTZ 115.7	LOTIC OTZ 3.5	Remain within 10 NM
VGSI and descent angles not coincident.				
VOR/DME 3.03° TCH 40				
0.7 3.5 NM				
CATEGORY	A	B	C	D
S-27	440-1	426 (500-1)	440-1½	426 (500-1½)
CIRCLING	520-1	506 (600-1)	520-1½ 506 (600-1½)	580-2 566 (600-2)

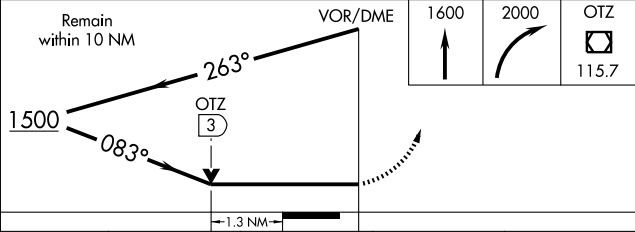
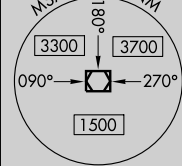
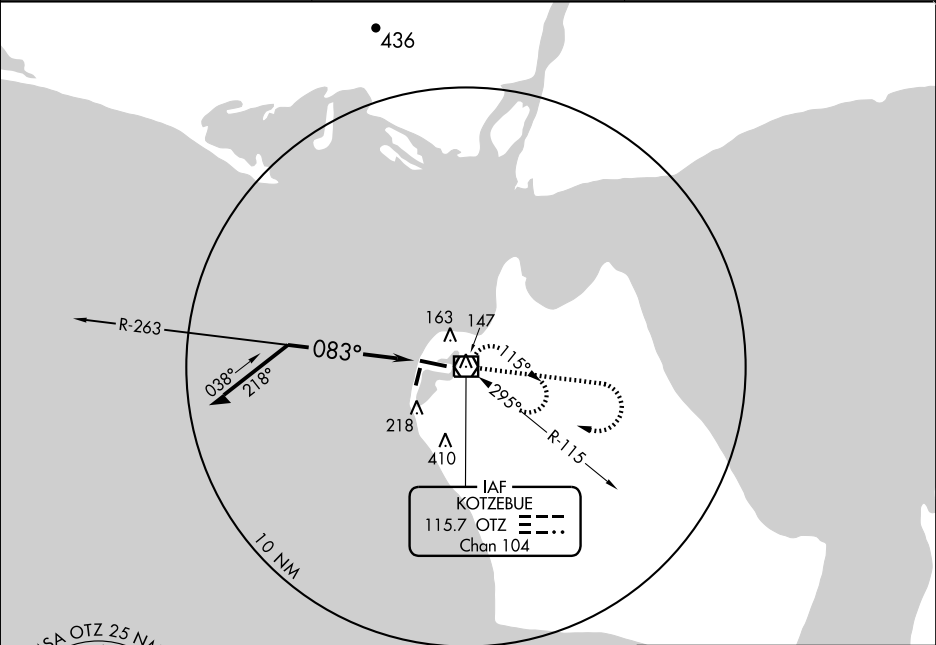
VOR RWY 9

VOR/DME OTZ	APP CRS	Rwy Idg	5900
115.7	083°	TDZE	13
Chan 104		Apt Elev	14

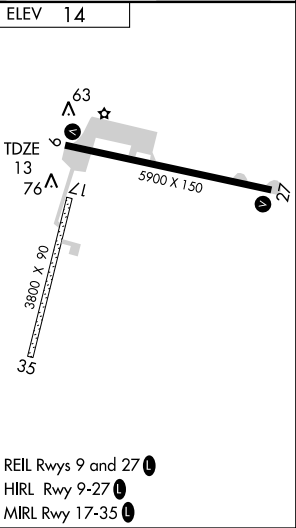
KOTZEBUE/ RALPH WIEN MEMORIAL (OTZ) (PAOT)

<p>▼ If local altimeter setting not received, use Noatak altimeter setting and increase all MDAs 120 feet.</p> <p>▲ VDP NA when using Noatak altimeter setting.</p>	<p>MISSED APPROACH: Climb to 1600 then climbing right turn to 2000 direct OTZ VOR/DME and hold, continue climb-in-hold to 2000.</p>
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ATIS 135.45	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 123.6 (CTAF) 0
----------------	---------------------------------	----------------------------------



CATEGORY	A	B	C	D
S-9	480/50 467 (500-1)		480/60 467 (500-1½)	480-1½ 467 (500-1½)
CIRCLING	520-1 506 (600-1)		520-1½ 506 (600-1½)	580-2 566 (600-2)



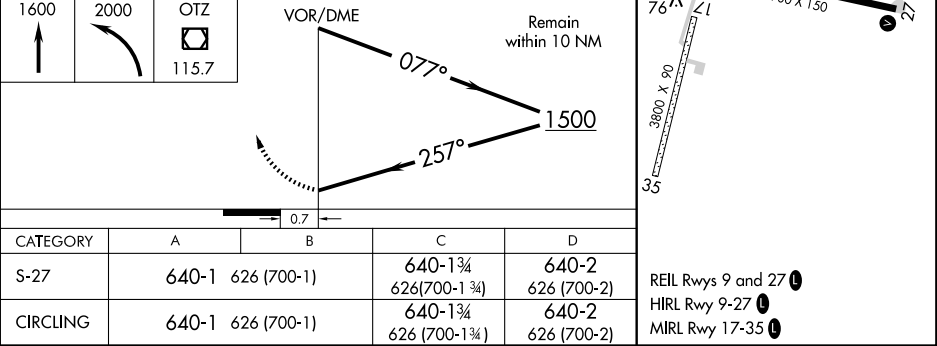
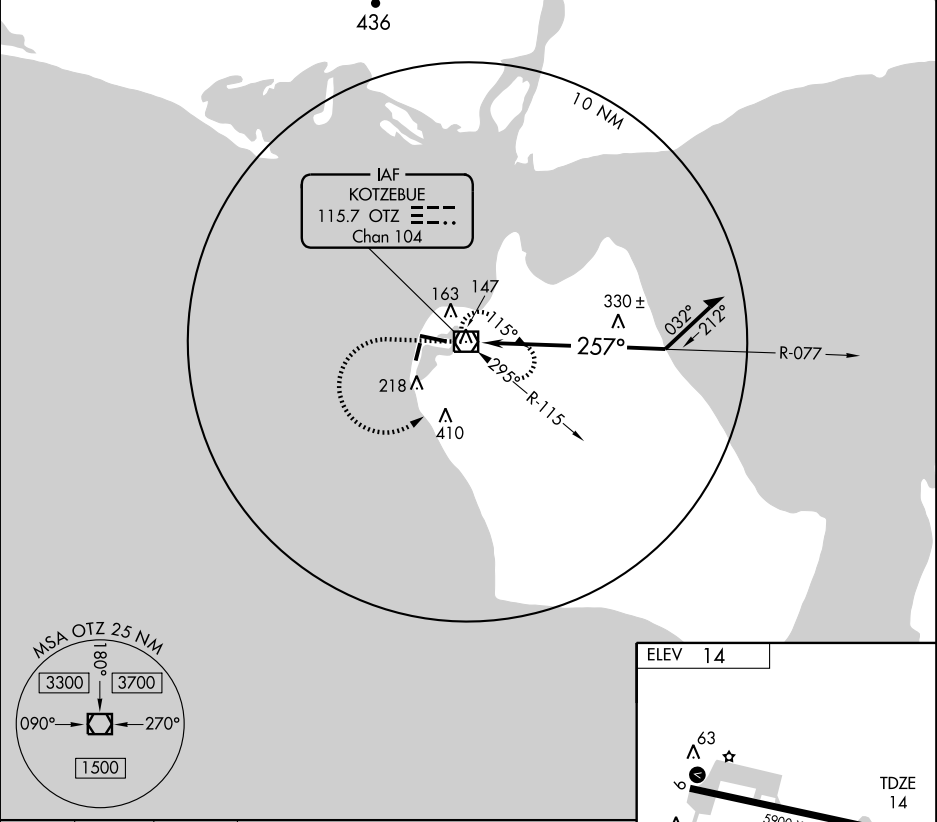
⚠

If local altimeter setting not received, use Noatak altimeter setting and increase all MDAs 120 feet.

Visibility reduction by helicopters NA.

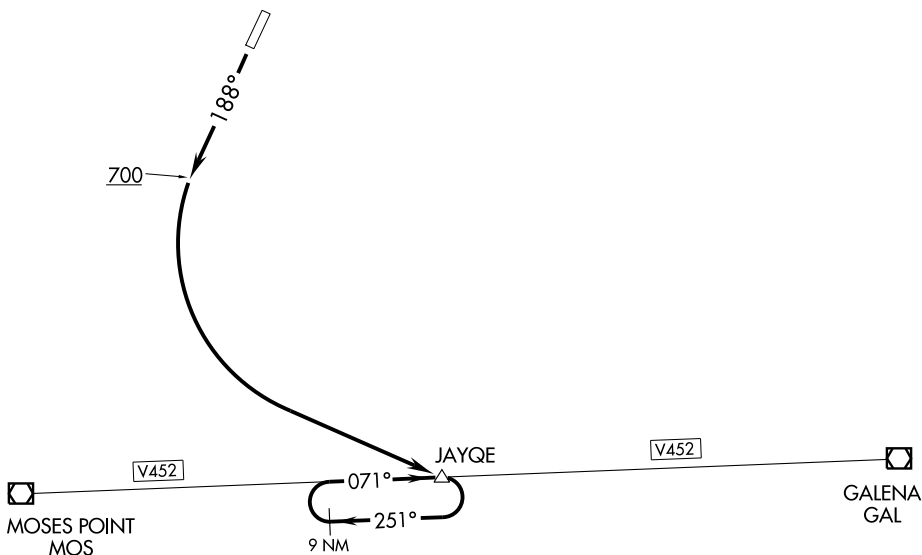
MISSED APPROACH: Climb to 1600 then climbing left turn to 2000 direct OTZ VOR/DME and hold, continue climb-in-hold to 2000.

<div>ATIS</div> <div>135.45</div>	<div>ANCHORAGE CENTER</div> <div>119.2 263.0</div>	<div>KOTZEBUE RADIO</div> <div>123.6 (CTAF) 0</div>
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JAYQE ONE DEPARTURE (RNAV)

ANCHORAGE CENTER
135.7 335.5
NOME RADIO
122.35
AWOS-3 134.95
CTAF 122.8

TAKE-OFF MINIMUMS

Rwy 1: NA- Obstacles.

Rwy 19: Standard.

TAKE-OFF OBSTACLE NOTE

Rwy 19: Multiple trees beginning 35' from DER, 12' right of centerline, up to 30' AGL/279' MSL.

NOTE: GPS required.

NOTE: RNAV 1.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 19: Climb heading 188° to 700, then left turn direct JAYQE, thence . . .

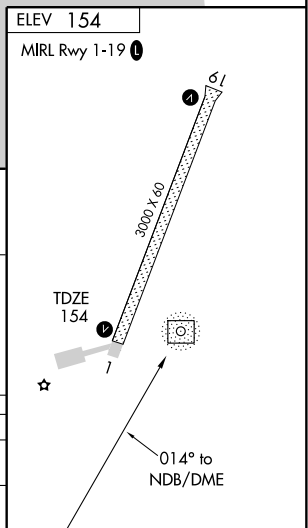
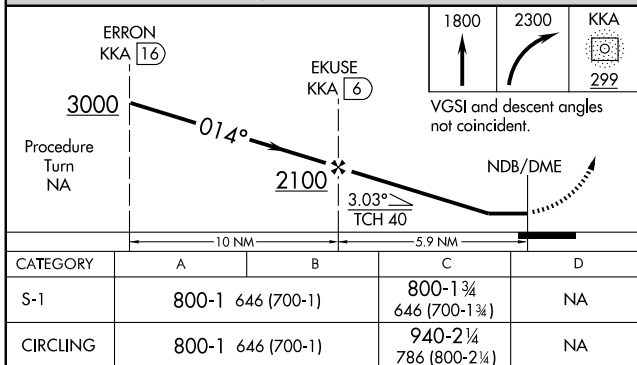
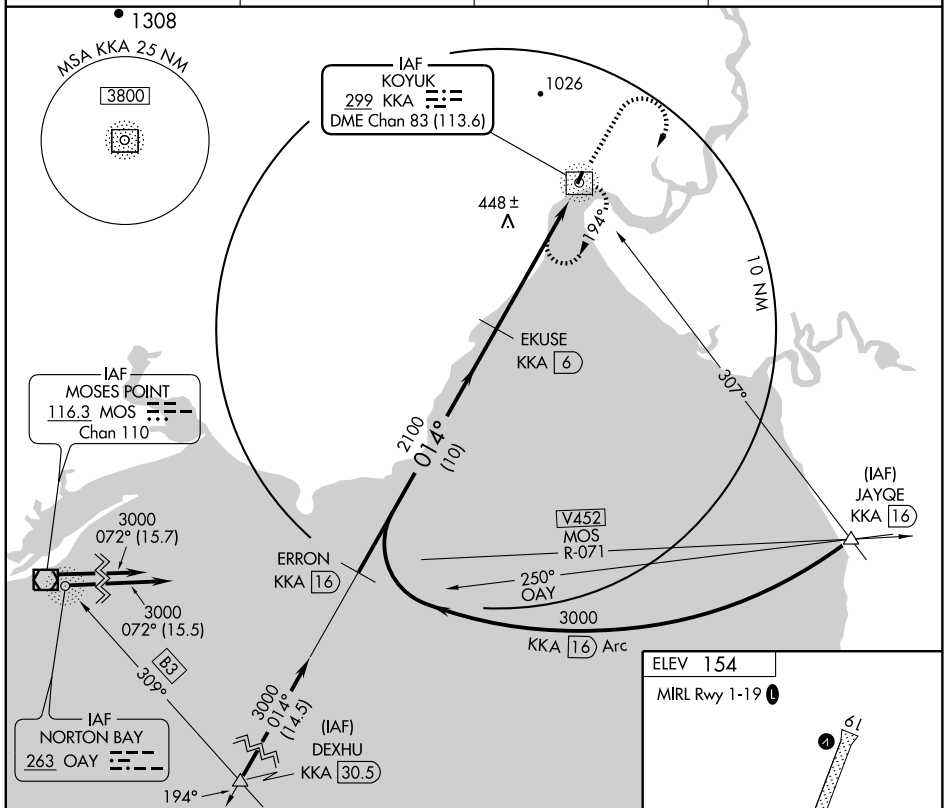
. . . climb in JAYQE holding pattern, to cross JAYQE at or above MEA for route of flight before proceeding on course.

T
A Circling NA west of Rwy 1-19.

MISSED APPROACH: Climb to 1800 then climbing right turn to 2300 direct KKA NDB/DME and hold.

ANCHORAGE CENTER
135.7 335.5

NOME RADIO
122.35

CTAF
122.8 **L**

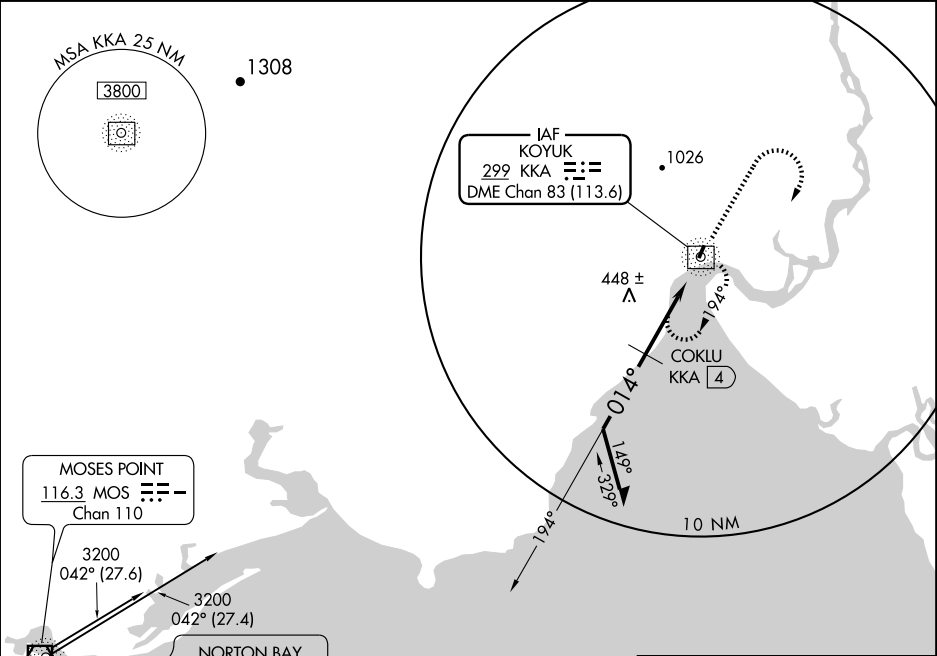
NDB RWY 1

KOYUK ALFRED ADAMS (KKA)(PAKK)

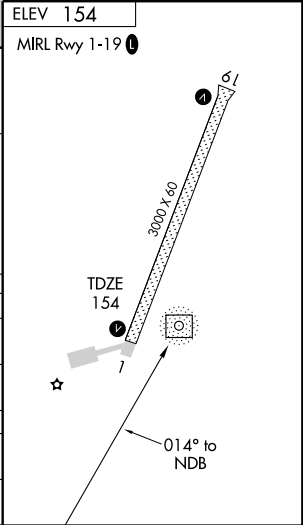
NDB/DME KKA	APP CRS	Rwy Idg	3000
299	014°	TDZE	154
Chan 83 (113.6)		Apt Elev	154

<div><div></div><div></div></div> <div>Circling NA west of Rwy 1-19.</div>	MISSED APPROACH: Climb to 1800 then climbing right turn to 2500 direct to KKA NDB/DME and hold.
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AWOS-3 134.95	ANCHORAGE CENTER 135.7 335.5	NOME RADIO 122.35	CTAF 122.8 0
------------------	---------------------------------	----------------------	-----------------



<div>ELEV 154</div> <div>MIRL Rwy 1-19 0</div>				
<div>Remain within 10 NM</div> <div>*NDB/DME 2500</div> <div>1800 2500 KKA 299</div> <div>*Maximum entry altitude 6000</div> <div>1900 194° 014° 1040</div> <div>4 NM</div>				
CATEGORY	A	B	C	D
S-1	1040-1¼	886 (900-1¼)	1040-2¾ 886 (900-2¾)	NA
CIRCLING	1040-1¼	886 (900-1¼)	1040-2¾ 886 (900-2¾)	NA
COKLU FIX MINIMUMS				
S-1	800-1	646 (700-1)	800-1¾ 646 (700-1¾)	NA
CIRCLING	800-1	646 (700-1)	940-2¼ 786 (800-2¼)	NA



APP CRS	Rwy Idg	3000
008°	TDZE	154
	Apt Elev	154

RNAV (GPS) RWY 1
KOYUK ALFRED ADAMS (KKA)(PAKK)

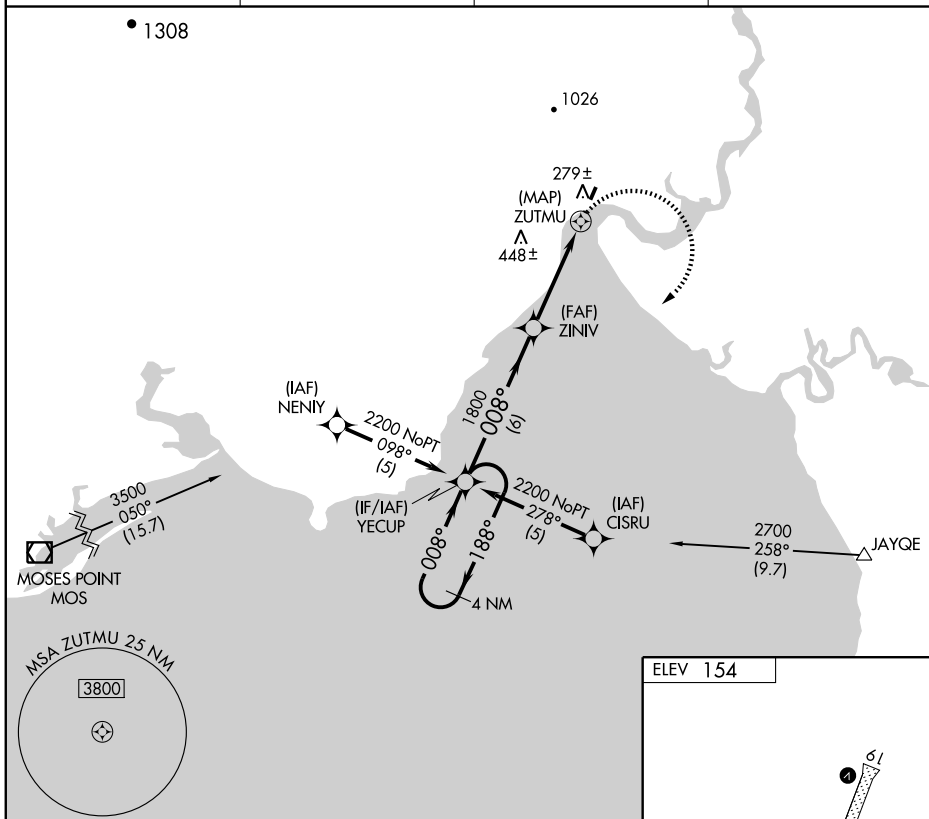
MISSED APPROACH: Climbing right turn to 2200 direct YECUP and hold.

Circling NA west of Rwy 1-19.
When VGSI inoperative, procedure NA at night.
DME/DME RNP- 0.3 NA.

AWOS-3
134.95

ANCHORAGE CENTER
135.7 335.5

NOME RADIO
122.35

CTAF
122.8 **L**

AK. 22 OCT 2009 to 17 DEC 2009

ELEV 154

4 NM
Holding Pattern

YECUP

ZINIV

ZITMIL

YECUP


$$2200 \xleftarrow{188^\circ} \frac{\quad}{0000}$$

VGSI and descent angles
not coincident.

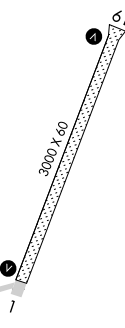
1800

3.01°

R



TDZE
1.54



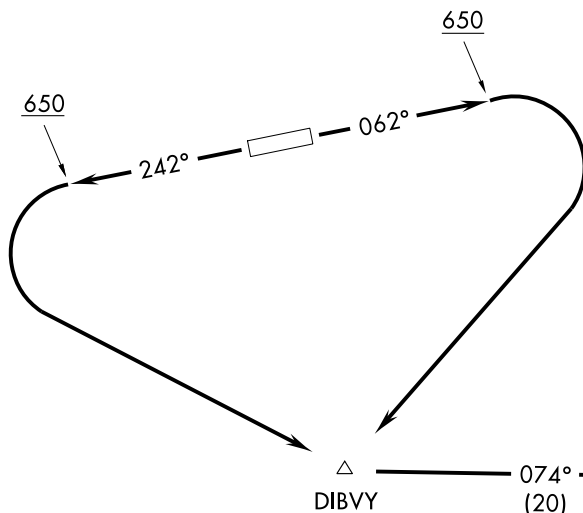
			6 NM	4.2 NM	0.8	
CATEGORY	A		B		C	D
LNAV MDA	580-1 426 (500-1)		580-1 ¼ 426 (500-1 ¼)		NA	
CIRCLING	680-1 526 (600-1)	780-1 626 (700-1)	940-2 ¼ 786 (800-2 ¼)		NA	

MIRL Rwy 1-19

(DIBVY1.DIBVY) 09295 SL-10161 (FAA)
DIBVY ONE DEPARTURE (RNAV) (OBSTACLE)

KOYUKUK (KYU) (PFKU)
KOYUKUK, ALASKA

ANCHORAGE CENTER
127.0 290.2
CTAF
122.9



TAKE-OFF MINIMUMS:
Rwy 6, 24: Standard.

NOTES: GPS required.
RNAV 1.

TAKE-OFF OBSTACLE NOTES:

Rwy 6: Numerous trees beginning 243' from DER, 78' right of centerline, 50' AGL / 181' MSL. Numerous trees beginning 1014' from DER, 491' left of centerline, 50' AGL / 206' MSL. OL on WSK, 124' from DER, 439' left of centerline, 17' AGL / 165' MSL.

Rwy 24: Numerous trees beginning 1914' from DER, 86' right of centerline, 50' AGL / 240' MSL. Numerous trees beginning 224' from DER, 367' left of centerline, 50' AGL / 191' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 6: Climb heading 062° to 650 then climbing right turn to 6000 direct DIBVY, and via 074° track to GAL VOR/DME thence . . .

TAKEOFF RWY 24: Climb heading 242° to 650 then climbing left turn to 6000 direct DIBVY, and via 074° track to GAL VOR/DME thence . . .

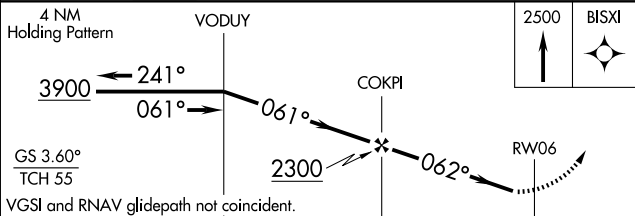
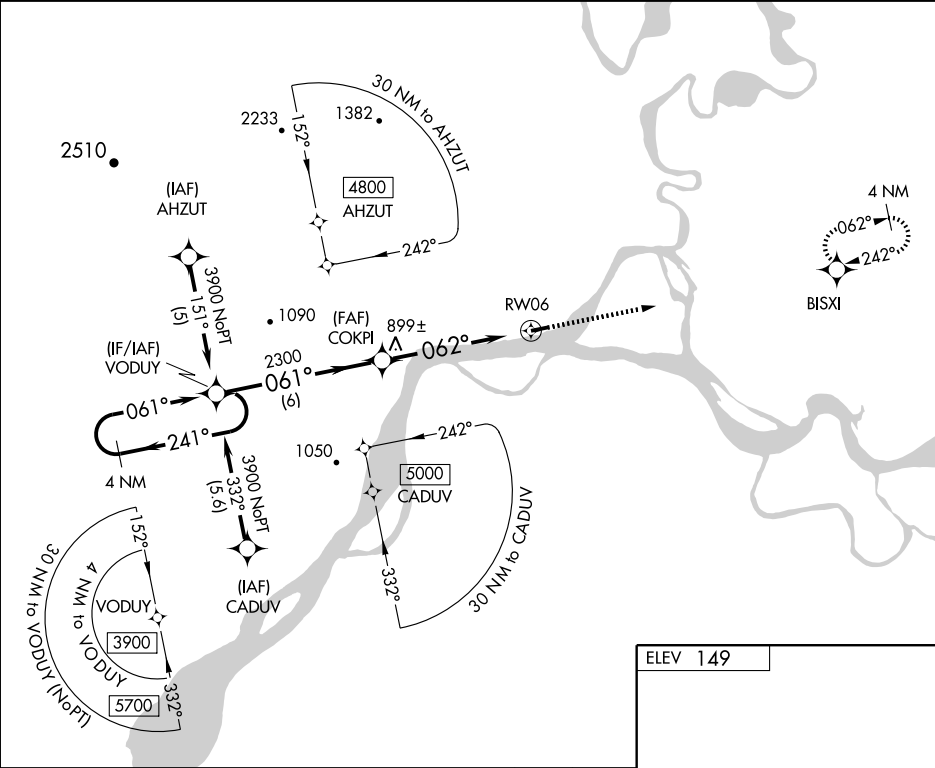
. . . via filed route and altitude.

WAAS CH 42714 W06A	APP CRS 062°	Rwy Idg TDZE Apt Elev	4000 149 149
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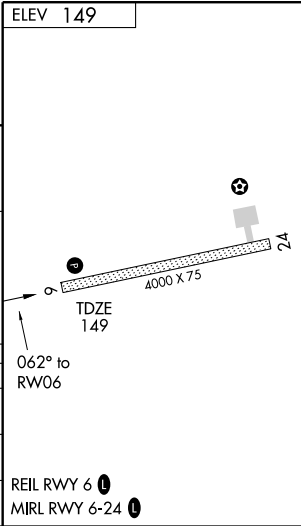
RNAV (GPS) RWY 6
KOYUKUK (KYU) (PFKU)

 NA	DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Galena altimeter setting, when not received, procedure NA.	MISSED APPROACH: Climb to 2500 direct BISXI and hold.
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ANCHORAGE CENTER 127.0 290.2	CTAF 122.9
--	----------------------



CATEGORY	A	B	C	D
LPV DA	567-1¼ 418 (500-1¼)			NA
LNAV MDA	1220-1¼ 1071 (1100-1¼)	1220-1½ 1071 (1100-1½)	1220-3 1071 (1100-3)	NA
CIRCLING	1220-1¼ 1071 (1100-1¼)	1220-1½ 1071 (1100-1½)	1220-3 1071 (1100-3)	NA



WAAS CH 99314 W24A	APP CRS 242°	Rwy Idg TDZE Apt Elev	4000 149 149
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RNAV (GPS) RWY 24
KOYUKUK (KYU) (PFKU)

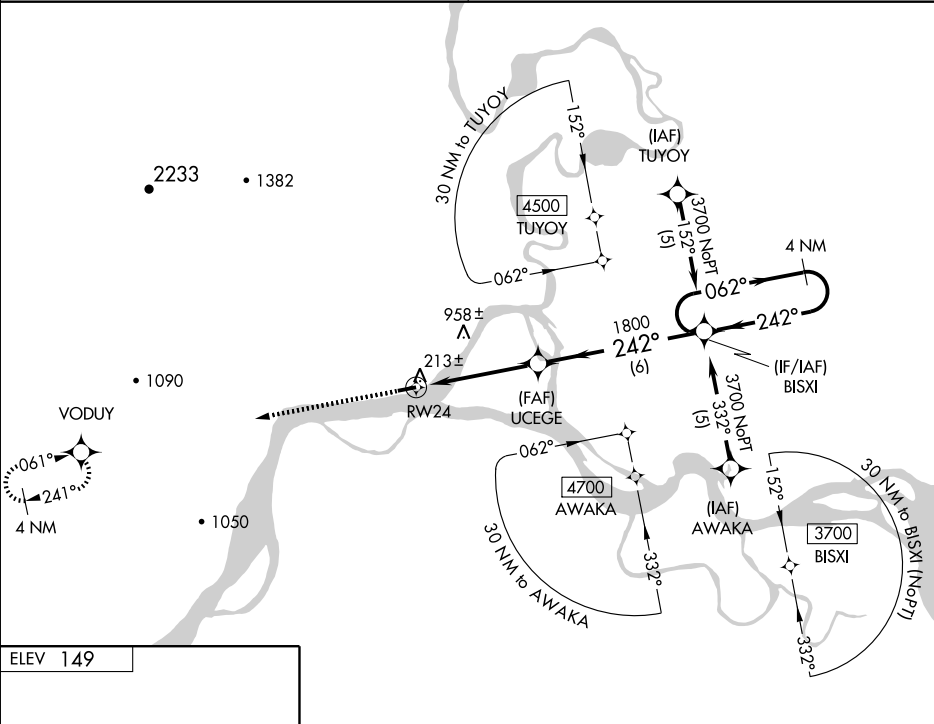
Baro-VNAV NA. DME/DME RNP-0.3 NA.

NA Visibility reduction by helicopters NA.

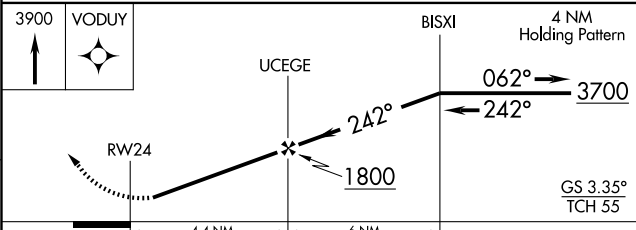
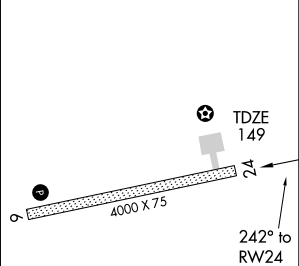
Use Galena altimeter setting, when not received, procedure NA.

MISSED APPROACH: Climb to 3900 direct VODUY and hold, continue climb-in-hold to 3900.

ANCHORAGE CENTER 127.0 290.2	CTAF 122.9 0
--	------------------------



ELEV 149

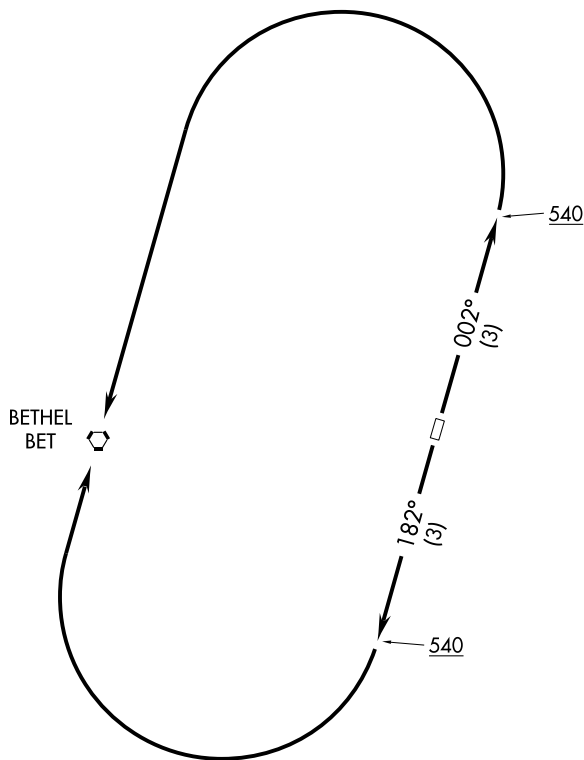


CATEGORY	A	B	C	D
LPV DA	472-1 323 (400-1)			NA
LNAV/VNAV DA	525-1¼ 376 (400-1¼)			NA
LNAV MDA	1060-1¼	911 (1000-1¼)	1060-2¾ 911 (1000-2¾)	NA
CIRCLING	1060-1¼	911 (1000-1¼)	1060-2¾ 911 (1000-2¾)	NA

REIL RWY 6 0
MIRL RWY 6-24 0

BETHEL ONE DEPARTURE (RNAV)

ANCHORAGE CENTER
125.2 372.0
BETHEL ASOS 119.80
122.9 (CTAF)

TAKE-OFF MINIMUMS:

Rwy 36: Standard.

Rwy 18: 400-2 or standard with a
minimum climb of 240 feet per NM to 500'.

TAKE-OFF OBSTACLE NOTES:

Rwy 18: Trees and terrain beginning 292' from DER, 373' right of centerline, up to 35' AGL / 63' MSL.
Trees beginning 341' from DER, 399' left of centerline, up to 35' AGL / 134' MSL.

Rwy 36: Trees beginning 95' from DER, 491' left of centerline, up to 35' AGL / 84' MSL.
Trees beginning 203' from DER, 396' right of centerline, up to 18' AGL / 42' MSL.

NOTE: 1. GPS Required.

2. RNAV 1

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 36: Climb heading 002° to 540 then left turn direct BET VORTAC,
thence . . .

TAKE-OFF RUNWAY 18: Climb heading 182° to 540 then right turn direct BET VORTAC,
thence . . .

. . . maintain 2500 or ATC assigned altitude.

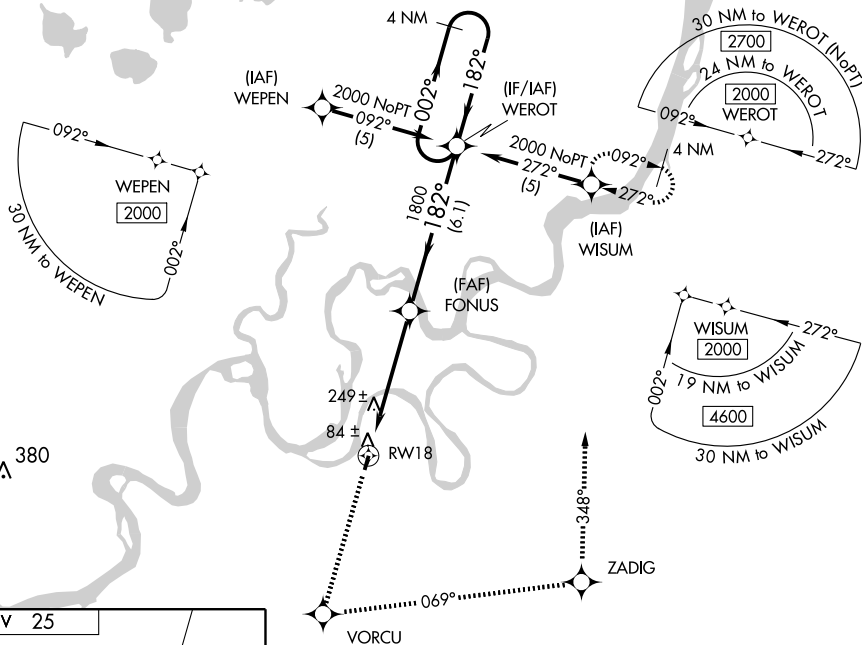
WAAS CH 63208 W18A	APP CRS 182°	Rwy Idg 3199 TDZE 25 Apt Elev 25
--	------------------------	---

MISSED APPROACH: Climb to 2000 direct VORCU and left turn via 069° track to ZADIG and via 348° track to WISUM and hold.

BETHEL ASOS
119.80

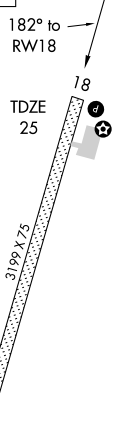
ANCHORAGE CENTER
125.2 372.0

CTAF
122.9



AK. 22 OCT 2009 to 17 DEC 2009

ELEV 25



MIRL Rwy 18-36 **L**
REIL Rwy 18 and 36 **L**

2000 ↑	VORCU ✧	069° TRK ↷	ZADIG ✧	TRK 348° ↻	WISUM ✧	4 NM Holding Pattern
VGSJ and RNAV glidepath not coincident.				WEROT		
CATEGORY		A		B		C
LPV	DA	316-1		291 (300-1)		D
LNAV/ VNAV	DA	594-2		569 (600-2)		
LNAV MDA	540-1	515 (600-1)		540-1½ 515 (600-1½)		540-1¾ 515 (600-1¾)
CIRCLING	540-1	515 (600-1)		680-1¾ 655 (700-1¾)		680-2 655 (700-2)

PEMTE ONE DEPARTURE (RNAV)

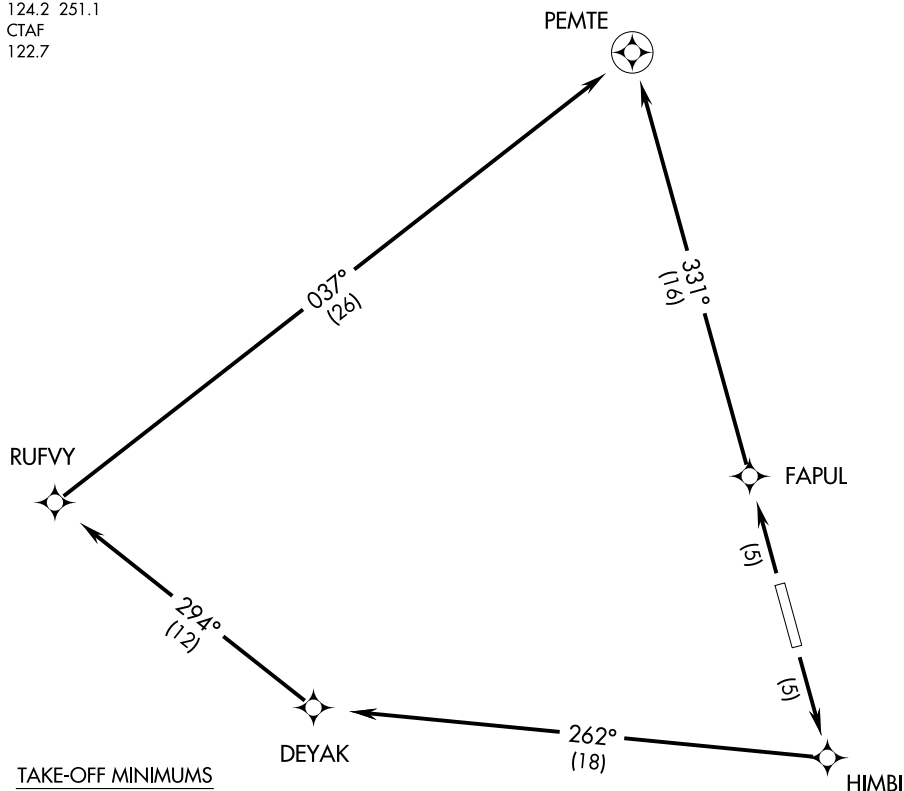
ANCHORAGE CENTER

125.2 372.2

124.2 251.1

CTAF

122.7

TAKE-OFF MINIMUMS

Rwy 15, 33: Standard.

NOTE: GPS required.

RNAV 1.

TAKE-OFF OBSTACLE NOTES

Rwy 15: Trees 25' from DER, 325' right of centerline, 35' AGL/53' MSL.

Rwy 33: Trees 60' from DER, 80' right of centerline, 35' AGL/53' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 15: Climb to 3000 or ATC assigned altitude direct HIMBI, and right turn via track 262° to DEYAK, and via track 294° to RUFVY, and via track 037° to PEMTE.

TAKE-OFF RWY 33: Climb to 3000 or ATC assigned altitude direct FAPUL and via track 331° to PEMTE.

APP CRS
151°

Rwy Idg	2510
TDZE	18
Apt Elev	18

RNAV (GPS) RWY 15

KWIGILLINGOK (GGV)(PAGG)



GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Procedure NA at night.
Use Kipnuk altimeter setting.

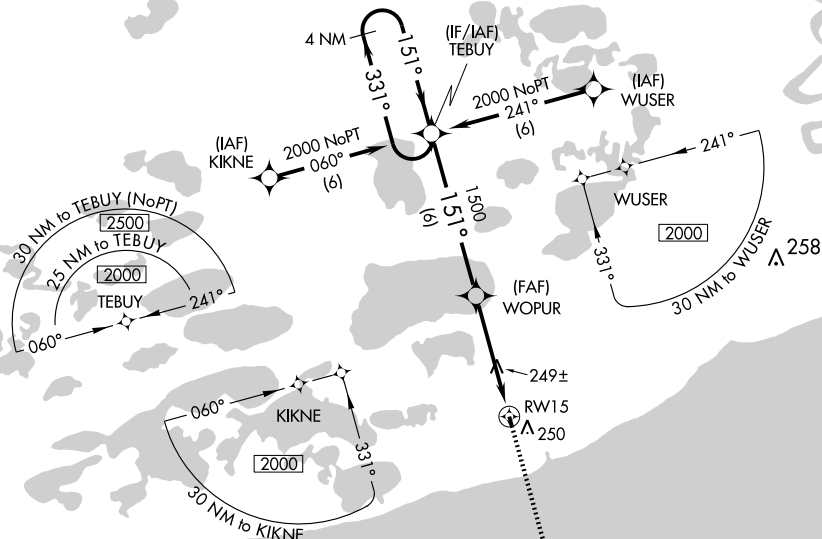


MISSED APPROACH: Climb to 2000 direct KITEY and hold.

KIPNUK ASOS
118.325

ANCHORAGE CENTER
125.2 372.2
124.2 251.1

CTAF
122.7



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ELEV 18

151° to
RW15

TDZE
18

$$510 \times 60$$

33

4 NM
Holding Pattern

TEBUY

WOPUR

2000

KITEY

2000

1500

RW15

1

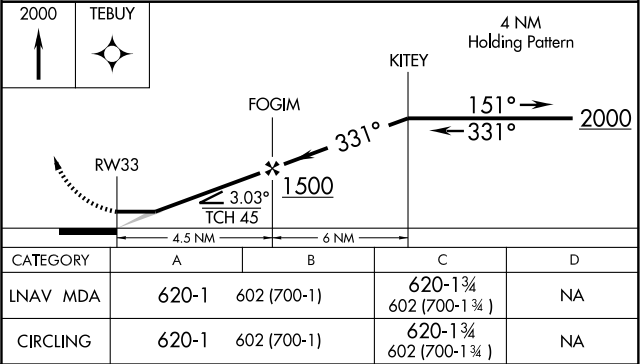
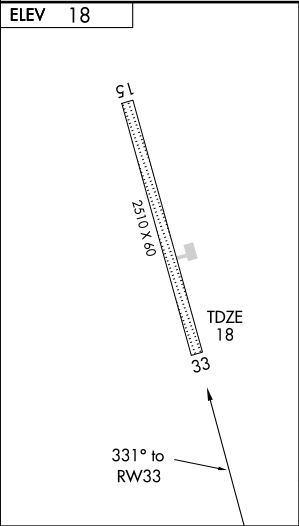
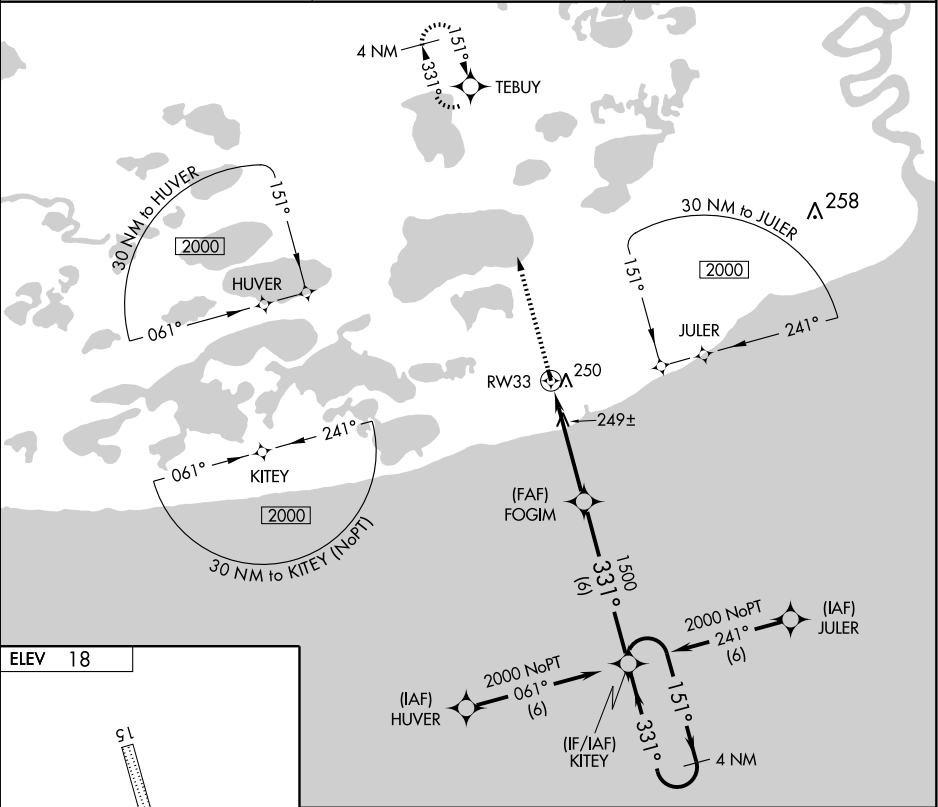
		6 NM		4.5 NM		
CATEGORY	A	B		C	D	
LNAV MDA	620-1	602 (700-1)		620-1 ³⁴ 602 (700-1 ³⁴)	NA	
CIRCLING	620-1	602 (700-1)		620-1 ³⁴ 602 (700-1 ³⁴)	NA	

APP CRS	Rwy Idg	2510
331°	TDZE	18
	Apt Elev	18

RNAV (GPS) RWY 33
KWIGILLINGOK (GGV)(PAGG)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night. Use Kipnuk altimeter setting.	MISSED APPROACH: Climb to 2000 direct TEBUY and hold.
---	---

KIPNUK ASOS 118.325	ANCHORAGE CENTER 125.2 372.2 124.2 251.1	CTAF 122.7
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▼

DME/DME RNP-0.3 NA.

▲

VDP NA when using Dillingham altimeter setting.

When local altimeter setting not received use Dillingham altimeter setting and increase all MDA 40 feet and LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 3600 direct ASOVY and hold.

ASOS	ANCHORAGE CENTER	CTAF
120.625	132.75 282.35	122.9 0

The main chart displays the RNAV route for RWY 3. Key features include:

- Waypoints and Altitudes:** BUZUV (5000), MAJLE (2800), PUBME (1600), GIGZO (2800).
- Distances and Angles:** 30 NM to BUZUV, 4 NM to BUZUV, 30 NM to MAJLE (NoPT), 4 NM to MAJLE, 6.2 NM to PUBME, 3.7 NM to RW03, 0.9 NM to RW03.
- Angles:** 114°, 204°, 024°, 294°, 204°.
- Missed Approach:** Climb to 3600 direct ASOVY and hold.

4 NM Holding Pattern	MAJLE	PUBME	3600	ASOVY
2800	204°	024°	024°	024°
1600	6.2 NM	3.7 NM	0.9 NM	
CATEGORY	A	B	C	D
LNAV MDA	400-1	302 (300-1)		
CIRCLING	540-1 440 (500-1)	560-1 460 (500-1)	560-1½ 460 (500-1½)	660-2 560 (600-2)

The inset chart shows the runway layout and missed approach fix. Key features include:

- Runway:** 3300 x 75, 0.8% DOWN.
- TDZE:** 98.
- Missed Approach:** Climb to 3600 direct ASOVY and hold.

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APP CRS	Rwy Idg	3300
204°	TDZE	100
	Apt Elev	100

RNAV (GPS) RWY 21
MANOKOTAK (MBA) (PAMB)

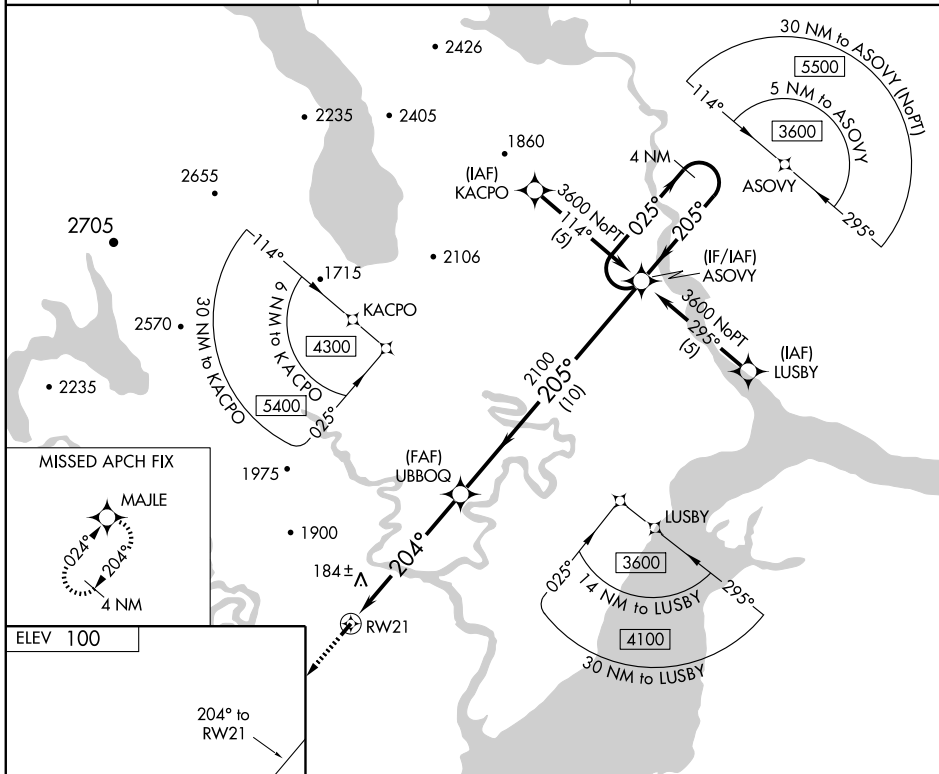
T DME/DME RNP-0.3 NA.
A VDP NA when using Dillingham altimeter setting.
When local altimeter setting not received use Dillingham altimeter setting and increase all MDA 40 feet and increase LNAV Cat D visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 2800 direct MAJLE and hold.

ASOS
120.625

ANCHORAGE CENTER
132.75 282.35

CTAF
122.9 **L**



MISSED APCH FIX

MAJLE

4 nm

ELEV 100

204° to
DMA/21

2800

MAIL

ASOVY

4 NM
Holding Pattern

UBBOQ

00

CATEGORY

A

B

D

LNAV MDA

440-1 340 (400-1)

CIRCLING

540-1

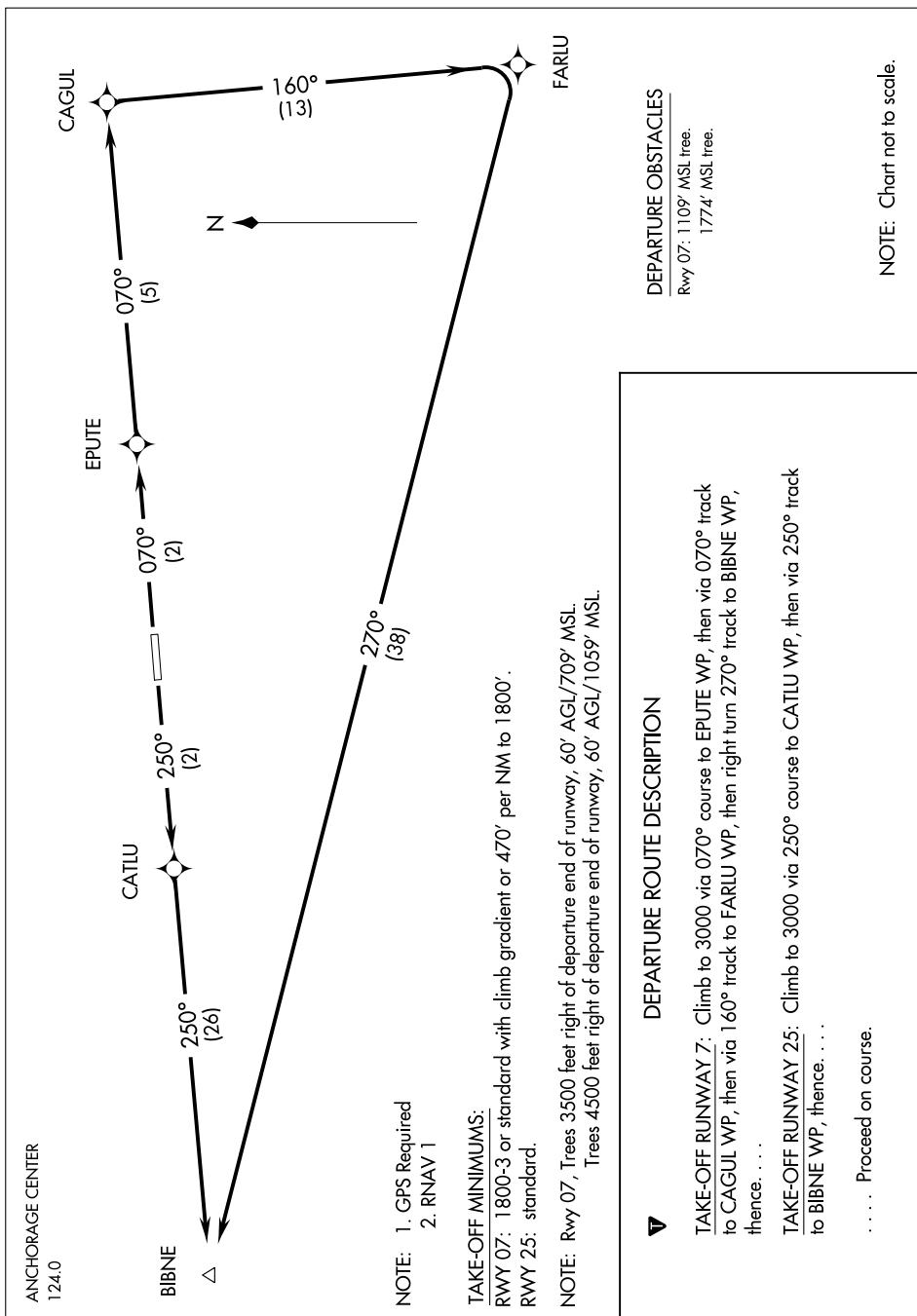
560-1

560-1½

660-2

REIL Rwys 3 and 21 **L**

MIRI Rwy 3-21 L

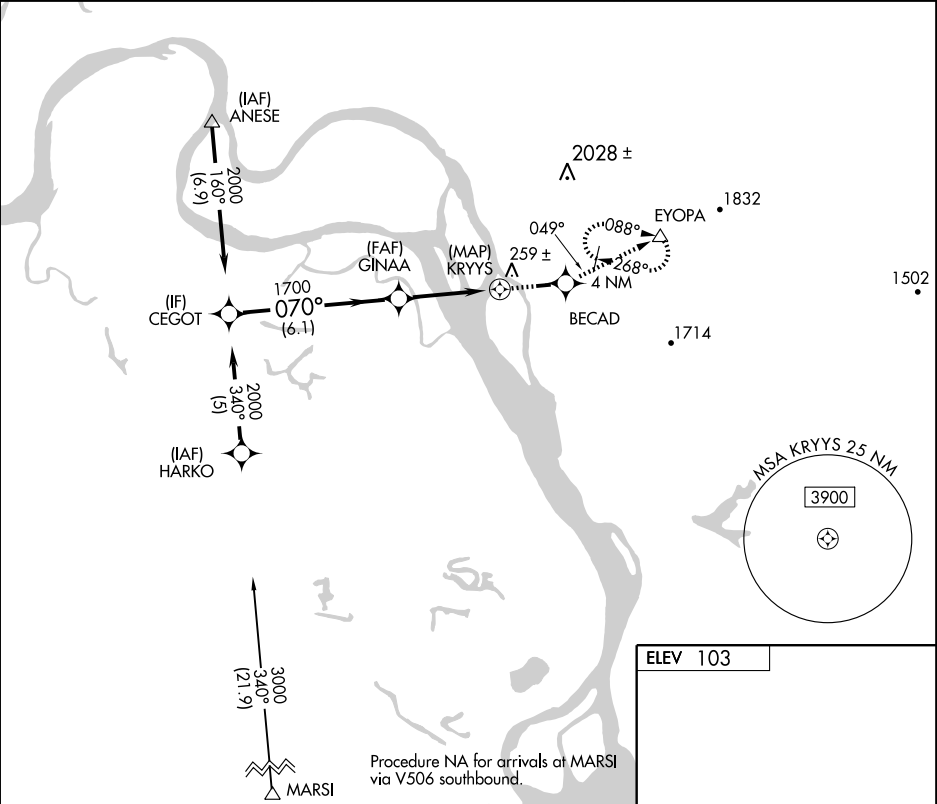


APP CRS 070°	Rwy Idg TDZE Apt Elev 3201 102 103
------------------------	--

RNAV (GPS) RWY 7
MARSHALL DON HUNTER SR (MDM)(PADM)

<p>▼ ▲</p> <p>When local altimeter setting not received, use Russian Mission altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA.</p>	<p>MISSED APPROACH: Climb to 4000 direct BECAD and via 049° track to EYOPA and hold, continue climb-in-hold to 4000.</p>
---	--

ASOS 119.675	ANCHORAGE CENTER 124.0	CTAF 122.9 0
------------------------	----------------------------------	------------------------



VGSI and descent angles not coincident.				
CEGOT				
2000				
Procedure Turn NA				
070°				
1700				
6.1 NM				
GINAA				
2.6 NM to KRYYS				
3.04° TCH 40				
KRYYS				
RWY07				
1 NM				
2.6 NM				
1.3 NM				
CATEGORY	A	B	C	D
LNAV MDA	1340-1½	1238 (1300-1½)	NA	
CIRCLING	1340-1½	1237 (1300-1½)	NA	

ELEV 103

0.1% UP

3201 X 100


TDZE 102

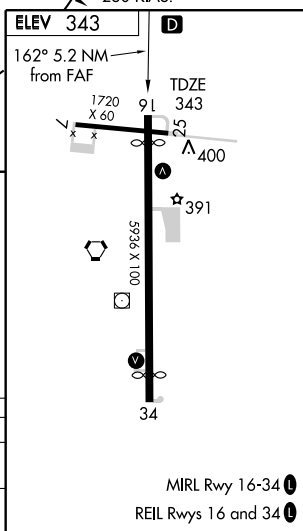
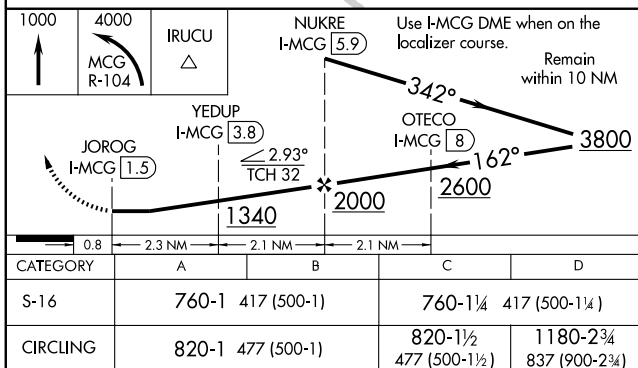
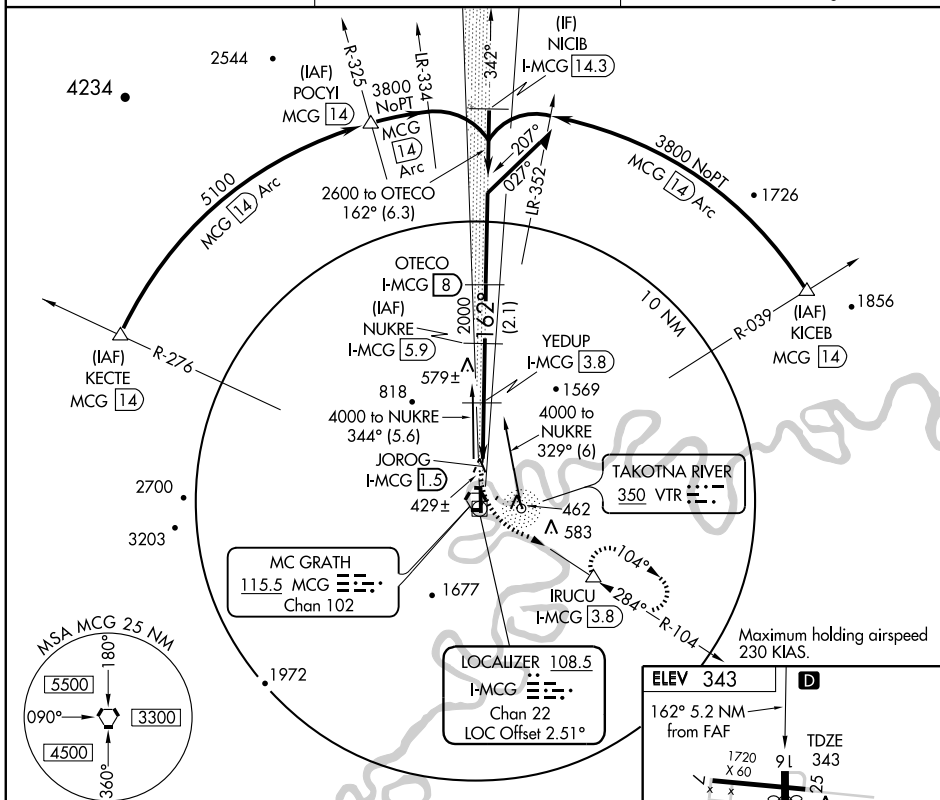
REIL Rwy 7 0

MIRL Rwy 7-25 0

Rwy Idg	5390
TDZE	343
Apt Elev	343

MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 via MCG VORTAC R-104 to IRUCU/MCG 5 DME and hold, continue climb-in-hold to 4000.

MCGRATH RADIO
123.6 (CTAF) 



APP CRS
160°

Rwy Idg
TDZE
Apt Elev

5390
343
343

RNAV (GPS) RWY 16

MC GRATH (MCG) (PAMC)

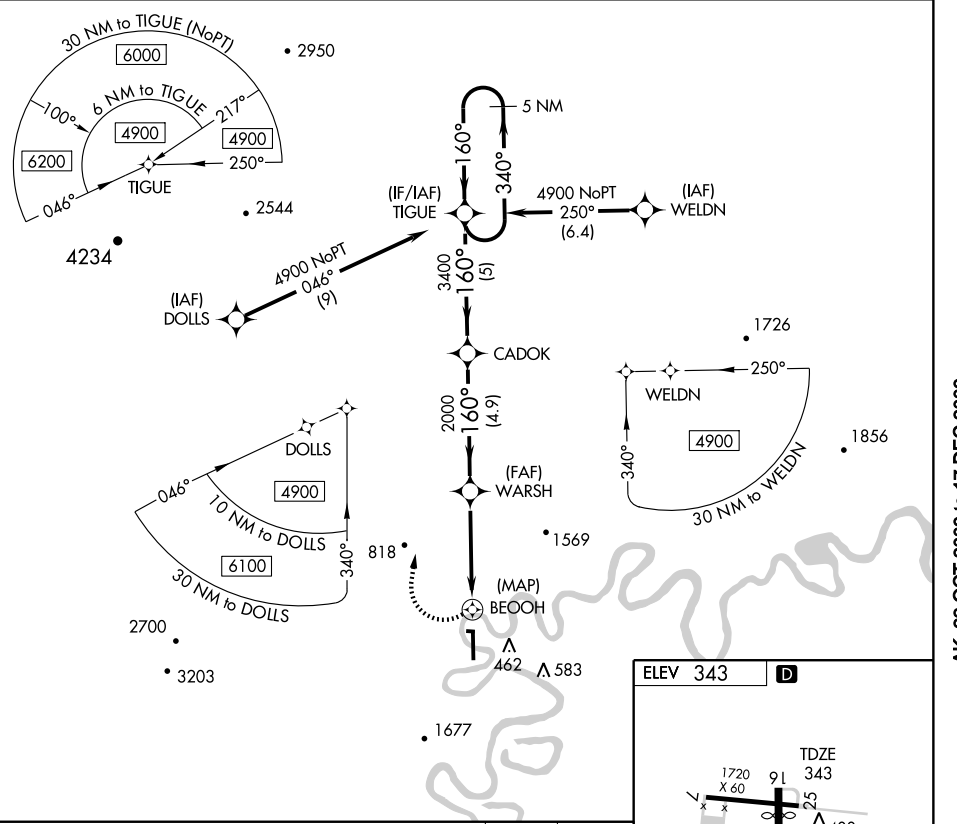
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing right turn to 4900 direct TIGUE and hold, continue climb in hold to 4900.

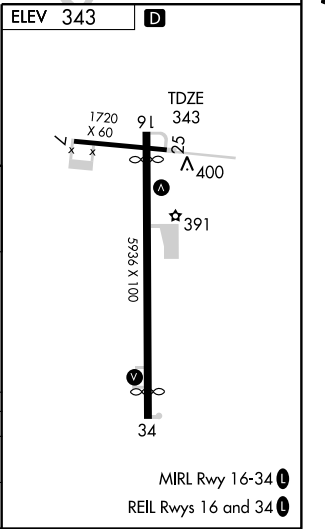
ASOS
135.65

ANCHORAGE CENTER
128.1 353.8

MCGRATH RADIO
123.6 (CTAF) 0



5 NM Holding Pattern				
TIGUE				
CADOK				
WARSH				
0.7 NM to BEOOH				
3.04 NM TCH 32				
BEOOH				
5 NM 4.9 NM 3.5 NM 0.7 0.8				
CATEGORY	A		B	
LNAV MDA	840-1		497 (500-1)	
CIRCLING	840-1		840-1½	
			497 (500-1½)	
CIRCLING	840-1		840-1½	
			837 (900-2¾)	



VORTAC MCG	APP CRS	Rwy Idg	N/A
115.5	284°	TDZE	N/A
Chn 102		Apt Elev	343

VOR-A
MC GRATH(MCG)(PAMC)

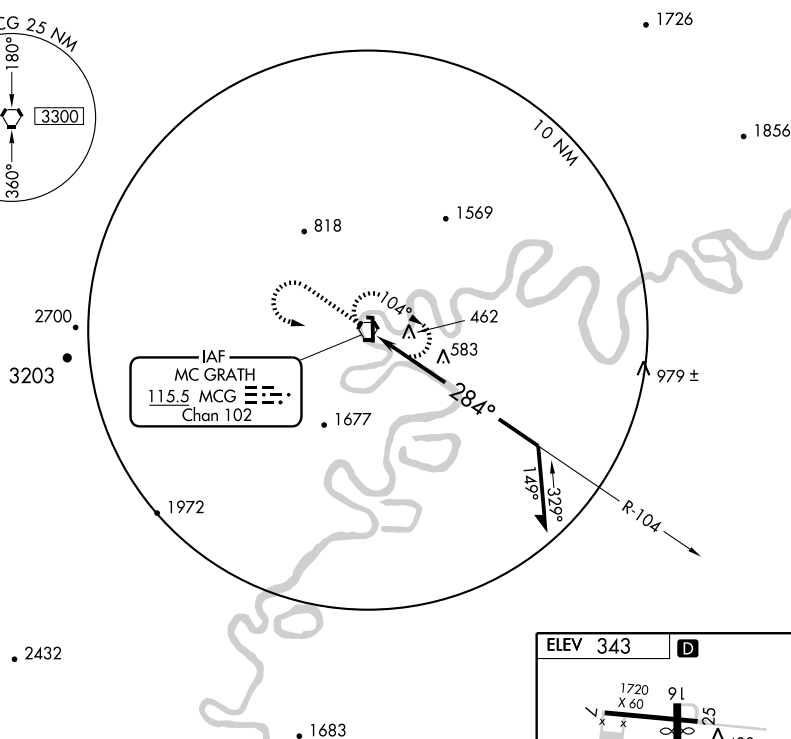
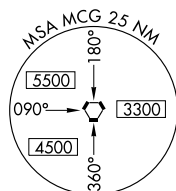
T	
A	

MISSED APPROACH: Climb to 2200 then climbing left turn to 4000 direct to MCG VORTAC and hold, continue climb in hold to 4000.

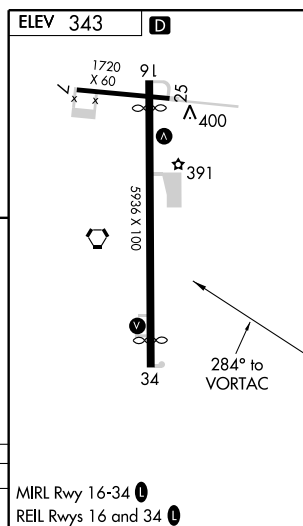
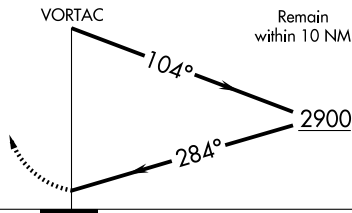
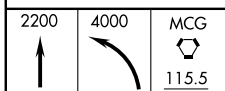
ASOS
135.65

ANCHORAGE CENTER
128.1 353.8

MCGRATH RADIO
123.6 (CTAF) **L**



Procedure NA for arrivals at MCG VORTAC via V510 northeast bound.



CATEGORY	A	B	C	D
CIRCLING	1400-1¼ 1057 (1100-1¼)	1400-1½ 1057 (1100-1½)	1400-3	1057 (1100-3)

MIRL Rwy 16-34 **L**
REIL Rwy 16 and 34 **L**

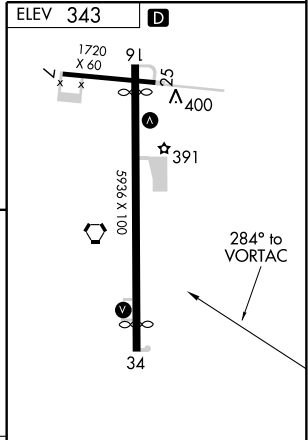
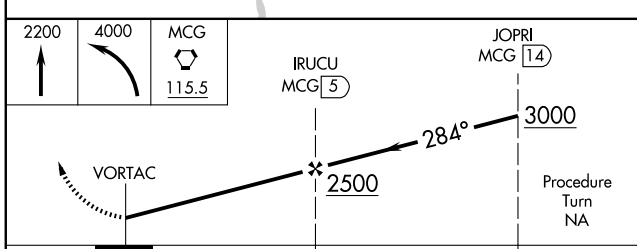
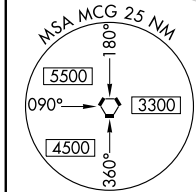
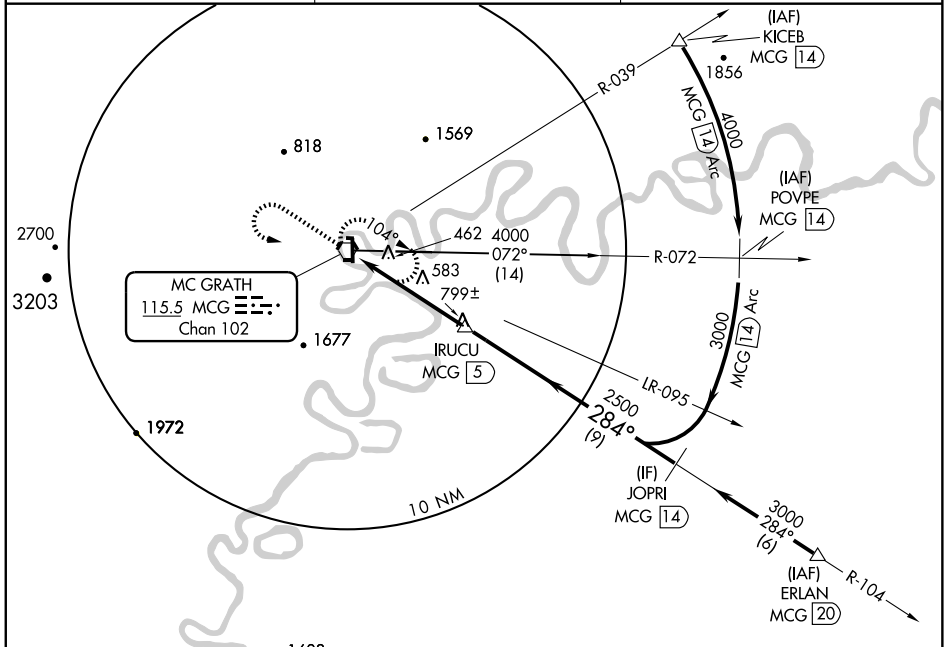
VORTAC MCG 115.5 Chan 102	APP CRS 284°	Rwy Idg TDZE Apt Elev N/A N/A 343
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VOR/DME-C

MC GRATH (MCG)(PAMC)

<p>▼ ▲</p>	<p>MISSED APPROACH: Climb to 2200, then climbing left turn to 4000 direct MCG VORTAC and hold, continue climb in hold to 4000.</p>
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<p>ASOS 135.65</p>	<p>ANCHORAGE CENTER 128.1 353.8</p>	<p>MCGRATH RADIO 123.6 (CTAF) 0</p>
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CATEGORY	A	B	C	D
CIRCLING	1060-1 717 (800-1)	1060-2 717 (800-2)	1180-2 837 (900-2 837)	1180-2 837 (900-2 837)

MIRL Rwy 16-34
REIL Rws 16 and 34

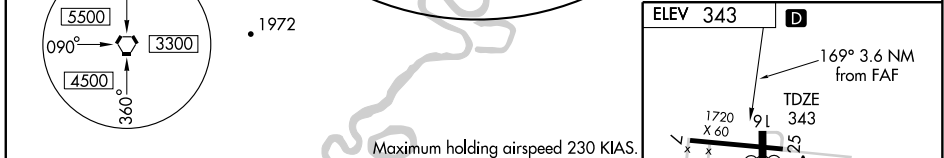
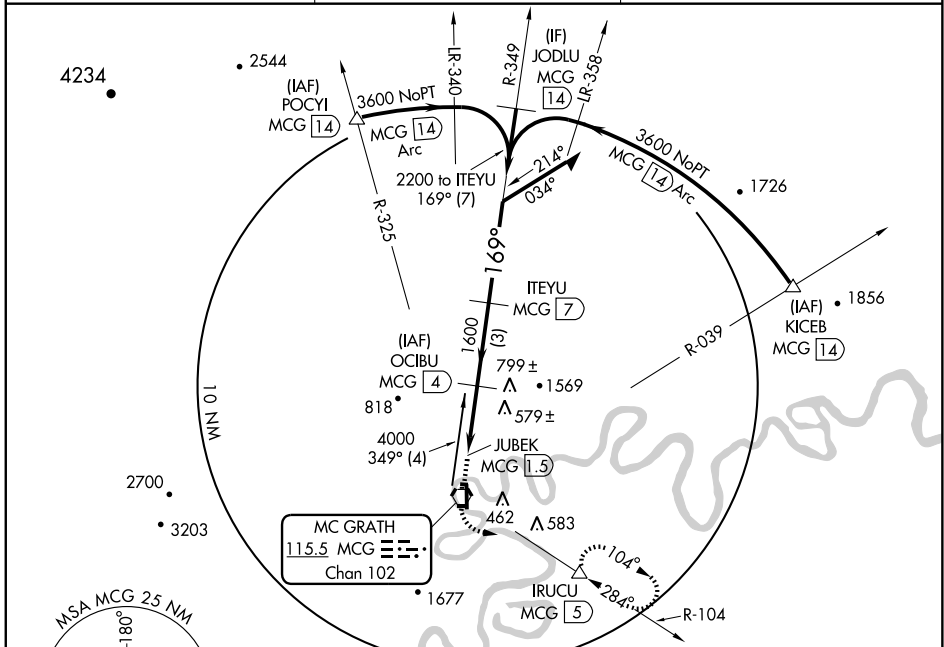
VORTAC MCG 115.5 Chan 102	APP CRS 169°	Rwy Idg TDZE Apt Elev 5390 343 343
---	------------------------	--

VOR/DME or TACAN RWY 16

MC GRATH (MCG)(PAMC)

<p>MISSSED APPROACH: Climb to 1100 then climbing left turn to 4000 via MCG VORTAC R-104 to IRUCU/5 DME and hold, continue climb in hold to 4000.</p>

ASOS 135.65	ANCHORAGE CENTER 128.1 353.8	MCGRATH RADIO 123.6 (CTAF) 0
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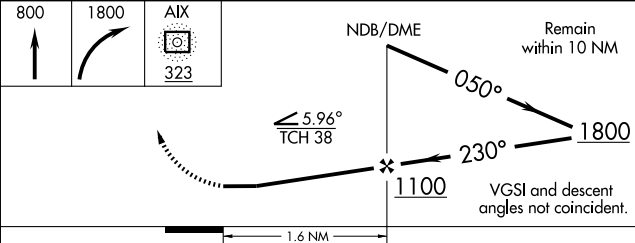
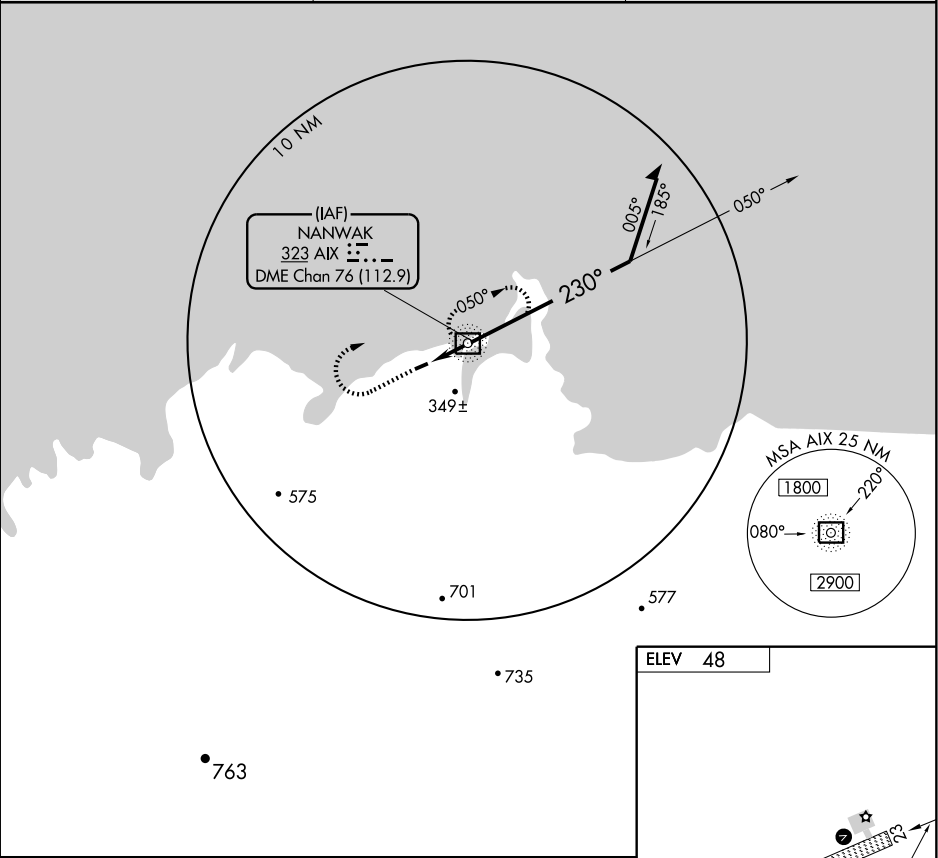
1100	4000	IRUCU	OCIBU	VGSJ and descent angles not coincident.	Maximum holding airspeed 230 KIAS.
MCG R-104	MCG 2.1	JUBEK MCG 1.5	ITEYU MCG 7	349°	3600
VORTAC	≤ 3.22°	TCH 32	169°	2200	1600
1.1 NM	0.6	1.9 NM	3 NM		
CATEGORY	A	B	C	D	
S-16	900-1¼ 557 (600-1¼)		900-1½ 557 (600-1½)	900-1¾ 557 (600-1¾)	
CIRCLING	900-1¼ 557 (600-1¼)		900-1½ 557 (600-1½)	1180-2¾ 837 (900-2¾)	

NDB/DME AIX 323	APP CRS 230°	Rwy ldg TDZE Apt Elev	N/A N/A 48
Chan 76 (112.9)			

NDB-B
MEKORYUK (MYU) (PAMY)

<div><div>T</div><div>A</div></div>	MISSED APPROACH: Climb to 800 then climbing right turn to 1800 direct AIX NDB/DME and hold, continue climb-in-hold to 1800.
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AWOS-3 123.9	ANCHORAGE CENTER 124.5 372.0	CTAF 122.9
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CATEGORY	A	B	C	D
CIRCLING	700-1	652 (700-1)	700-1¾ 652 (700-1¾)	720-2¼ 672 (700-2¼)

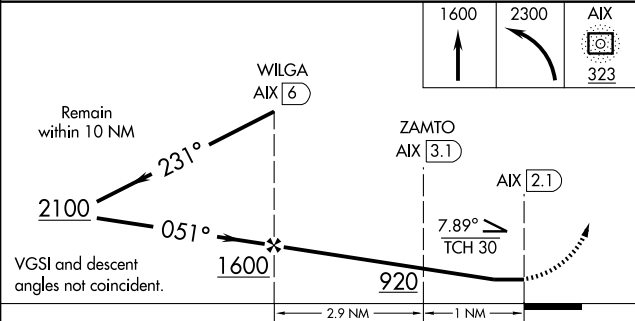
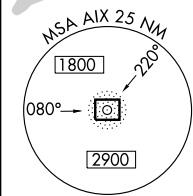
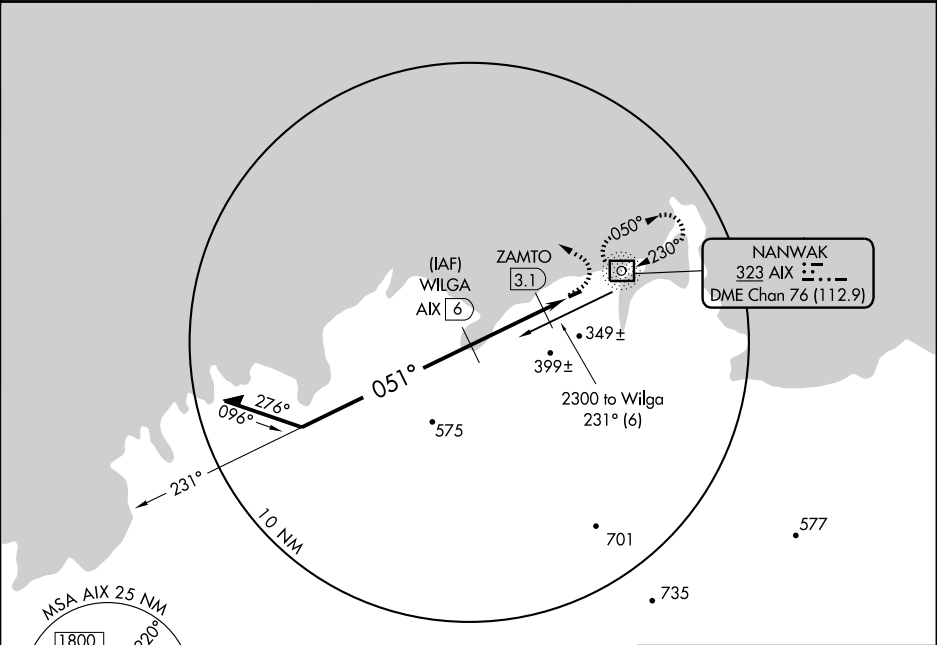
ELEV 48	
REIL Rwy 5 and 23 MIRL Rwy 5-23	
FAF to MAP 1.6 NM	
Knots	60 90 120 150 180
Min:Sec	1:36 1:04 0:48 0:38 0:32

NDB/DME AIX 323	APP CRS 051°	Rwy Idg TDZE Apt Elev	N/A N/A 48
Chan 76 (112.9)			

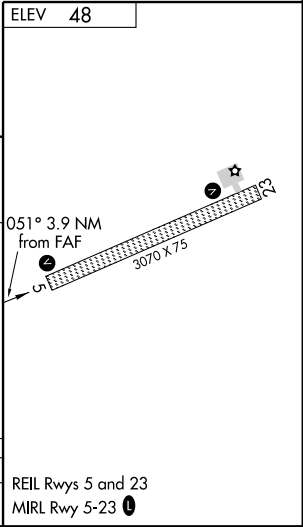
NDB/DME-A
MEKORYUK (MYU) (PAMY)

	MISSED APPROACH: Climb to 1600, then climbing left turn to 2300 direct AIX NDB/DME and hold, continue climb-in-hold to 2300.
--	--

AWOS-3 123.9	ANCHORAGE CENTER 124.5 372.0	CTAF 122.9 0
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CATEGORY	A	B	C	D
CIRCLING	700-1	652 (700-1)	700-1¾ 652 (700-1¾)	720-2¼ 672 (700-2¼)

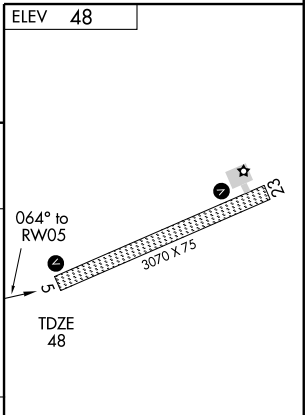
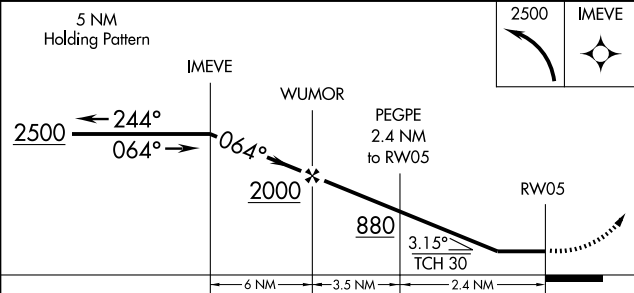
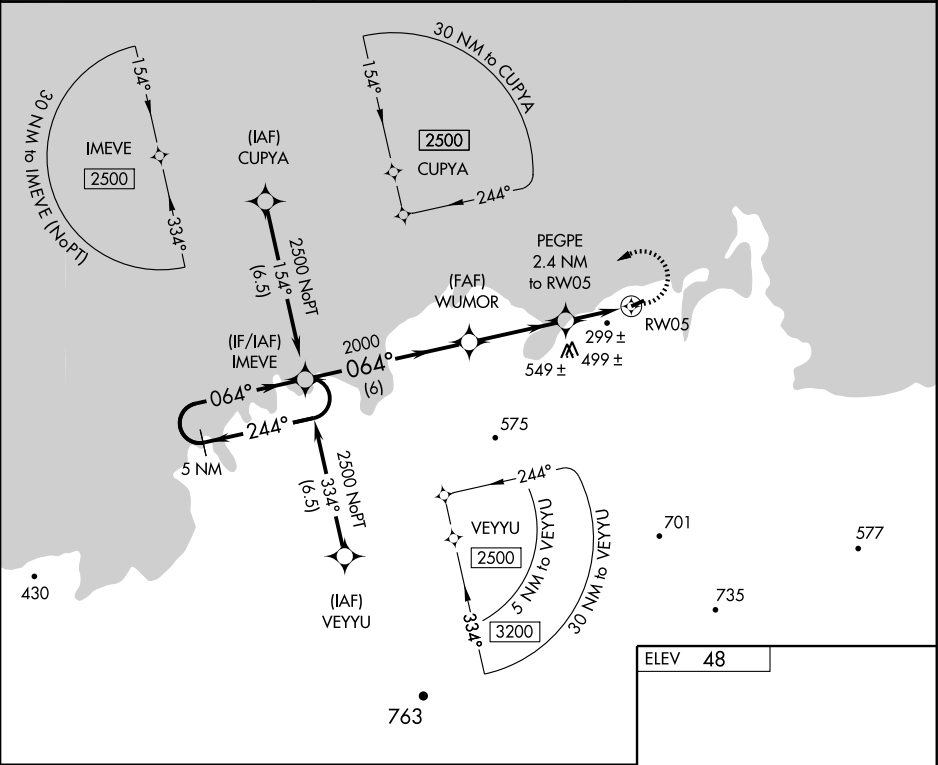


APP CRS	Rwy Idg	3070
064°	TDZE	48
	Apt Elev	48


RNAV (GPS) RWY 5
MEKORYUK (MYU) (PAMY)

 DME/DME RNP-0.3 NA.  Visibility reduction by helicopters NA.	MISSED APPROACH: Climbing left turn to 2500 direct IMEVE and hold.
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AWOS-3 123.9	ANCHORAGE CENTER 124.5 372.0	CTAF 122.9 
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CATEGORY	A	B	C	D
LNNAV MDA	600-1	552 (600-1)	600-1½ 552 (600-1½)	600-1¾ 552 (600-1¾)
CIRCLING	600-1	552 (600-1)	600-1½ 552 (600-1½)	720-2¼ 672 (700-2¼)

REIL Rwy 5 and 23
MIRL Rwy 5-23 

APP CRS 234°	Rwy Idg 3070 TDZE 48 Apt Elev 48
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RNAV (GPS) RWY 23

MEKORYUK (MYU) (PAMY)

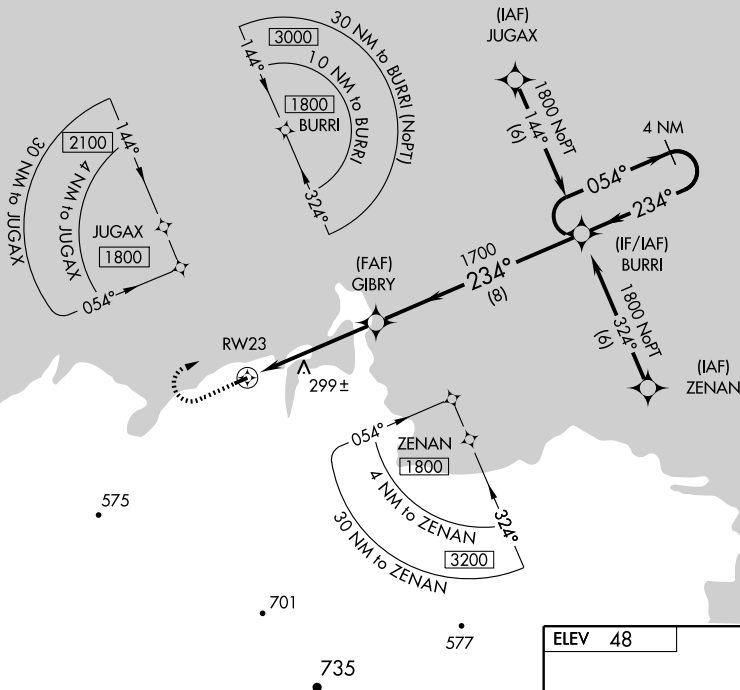


DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 1800 direct BURRI and hold.

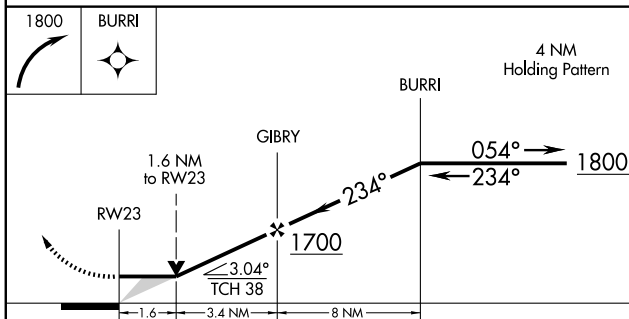
AWOS-3
123.9

ANCHORAGE CENTER
124.5 372.0

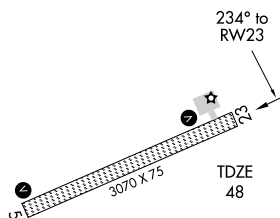
CTAF
122.9 **Q**

AK. 22 OCT 2009 to 17 DEC 2009

ELEV 48



CATEGORY	A	B	C	D
LNAV MDA	600-1	552 (600-1)	600-1½ 552 (600-1½)	600-1¾ 552 (600-1¾)
CIRCLING	600-1	552 (600-1)	600-1½ 552 (600-1½)	720-2¼ 672 (700-2¼)

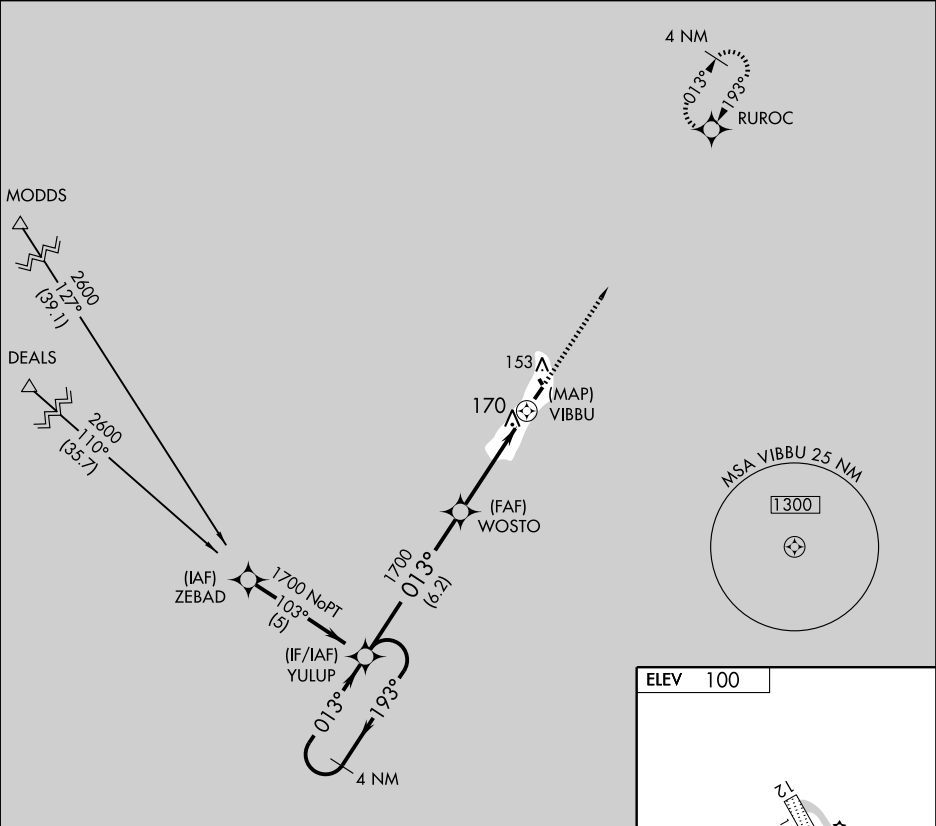


APP CRS	Rwy Idg	3158
013°	TDZE	100
	Apt Elev	100

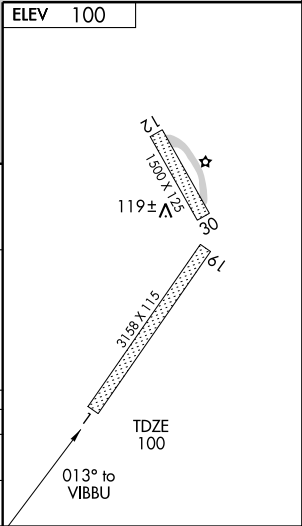
RNAV (GPS) RWY 1
MIDDLETON ISLAND (MDO) (PAMD)

DME/DME RNP-0.3 NA. Procedure NA at night. If local altimeter setting not received, procedure NA.		MISSED APPROACH: Climb to 1700 direct RUROC and hold.	
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AWOS-3 135.725	ANCHORAGE CENTER 133.6 269.4	JUNEAU RADIO 122.05	CTAF 122.9
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<p>4 NM Holding Pattern</p> <p>YULUP WOSTO</p> <p>1700 193° 013° 1700 013°</p> <p>3.05° TCH 45</p> <p>1.2 NM to VIBBU</p> <p>VIBBU</p> <p>6.2 NM 3.1 NM 1.2 0.5</p>				
CATEGORY	A	B	C	D
LNAV MDA	540-1	440 (500-1)	540-1¼ 440 (500-1¼)	NA
CIRCLING	600-1	500 (500-1)	600-1½ 500 (500-1½)	NA



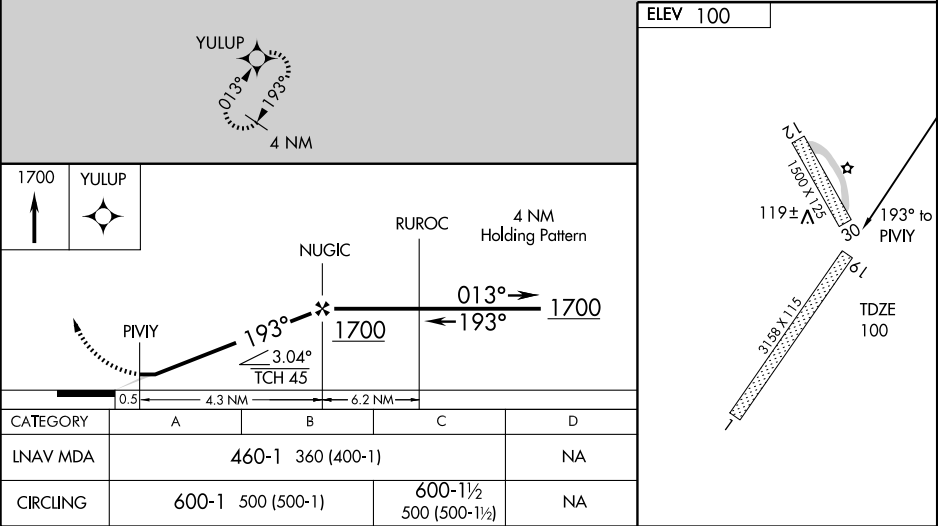
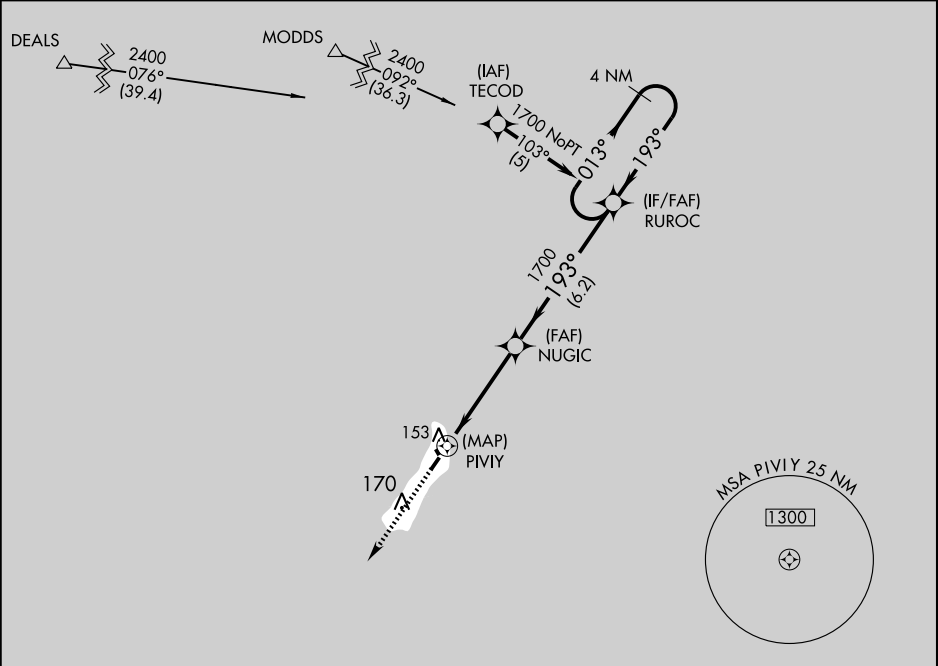
APP CRS	Rwy Idg	3158
193°	TDZE	100
	Apt Elev	100

RNAV (GPS) RWY 19

MIDDLETON ISLAND (MDO) (P.A.M.D.)

DME/DME RNP-0.3 NA. Procedure NA at night. If local altimeter setting not received, procedure NA.		MISSED APPROACH: Climb to 1700 direct YULUP and hold.	
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AWOS-3 135.725	ANCHORAGE CENTER 133.6 269.4	JUNEAU RADIO 122.05	CTAF 122.9
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VOR/DME MDO 115.3 Chan 100	APP CRS 197°	Rwy Idg 3158 TDZE 100 Apt Elev 100
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VOR/DME RWY 19
MIDDLETON ISLAND (MDO) (PAMD)

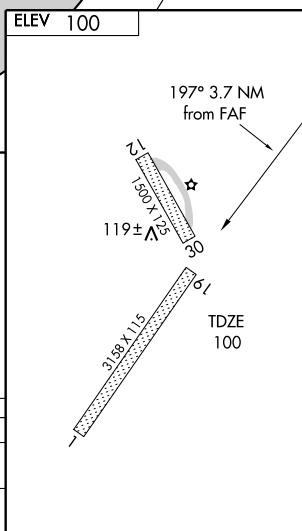
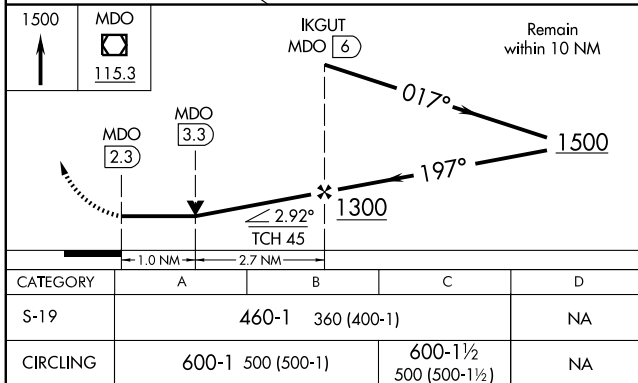
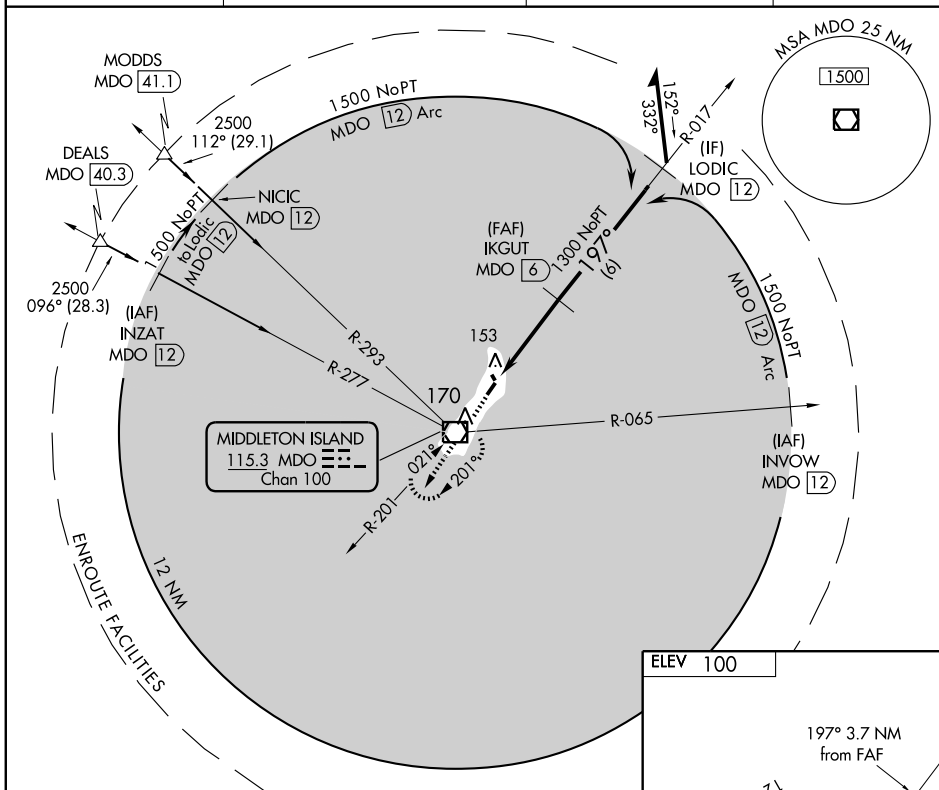
If local altimeter setting not received, procedure NA.
Procedure NA at night.

MISSED APPROACH: Climb to 1 500 direct MDO VOR/DME and hold.

AWOS-3
135.725

ANCHORAGE CENTER
133.6 269.4

JUNEAU RADIO
122.05

CTAF
122.9

VOR/DME MDO 115.3 Chan 100	APP CRS 021°	Rwy Idg 3158 TDZE 100 Apt Elev 100
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VOR RWY 1
MIDDLETON ISLAND (MDO) (PAMD)

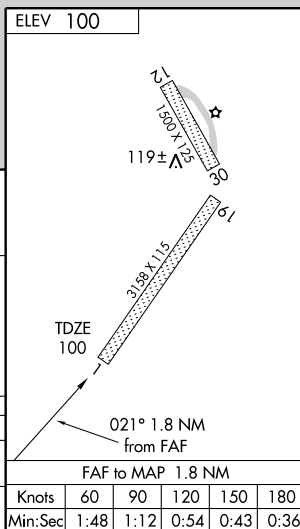
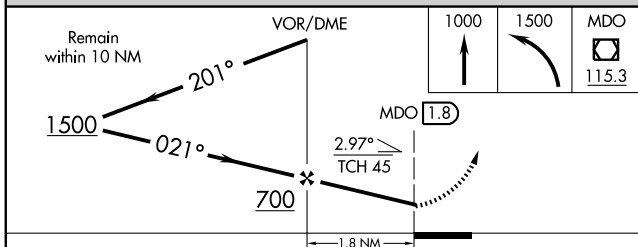
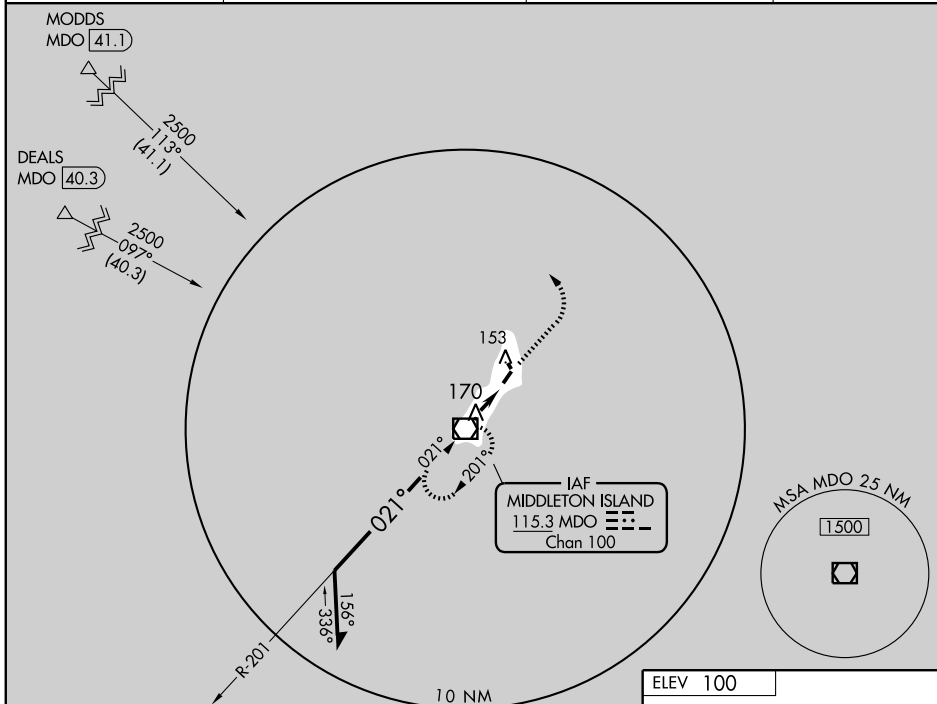
Procedure NA at night. If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 1000 then climbing left turn to 1500 direct MDO VOR/DME and hold.

AWOS-3
135.725

ANCHORAGE CENTER
133.6 269.4

JUNEAU RADIO
122.05

CTAF
122.9

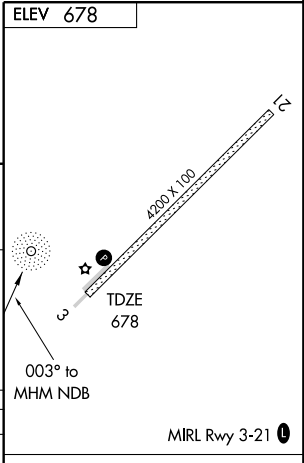
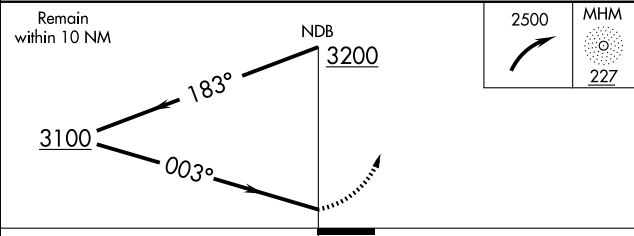
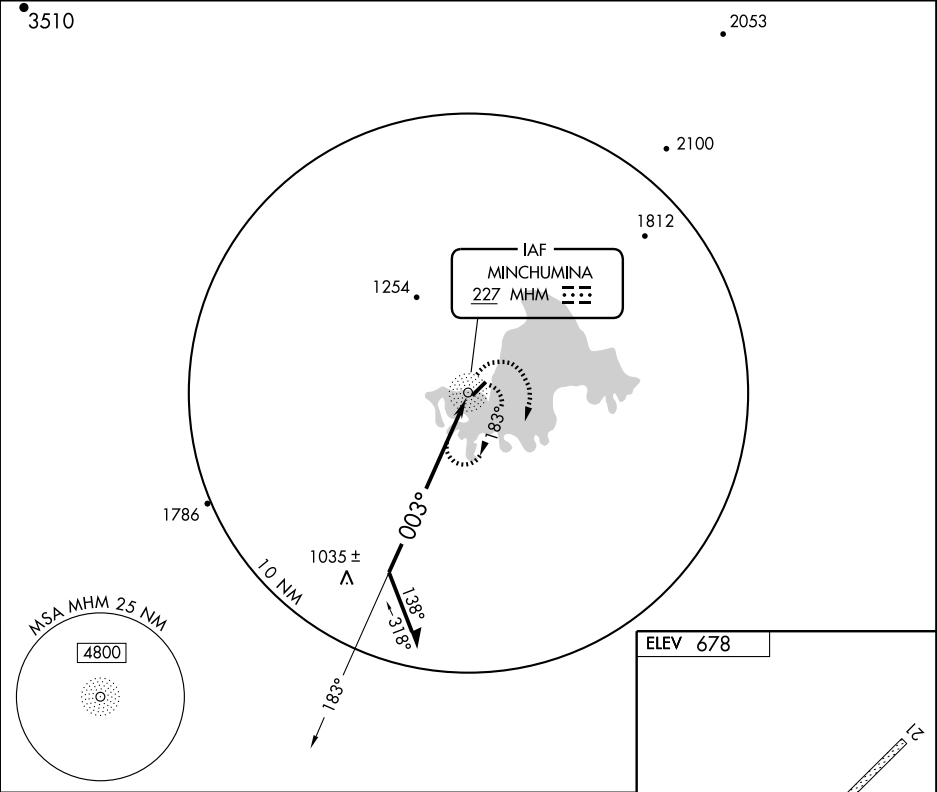
NDB RWY 3


MINCHUMINA (MHM) (PAMH)

NDB	MHM	APP CRS	Rwy Idg	4200
227		003°	TDZE	678
			Apt Elev	678

<p>⚠ Circling not authorized west of runway 3-21.</p> <p>⚠</p>	<p>MISSED APPROACH: Climbing right turn to 2500 in MHM NDB holding pattern.</p>
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<p>AWOS-3</p> <p>135.55</p>	<p>ANCHORAGE CENTER</p> <p>120.9 319.2</p>	<p>FAIRBANKS RADIO</p> <p>122.2</p>	<p>CTAF</p> <p>122.9</p>
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CATEGORY	A		B		C		D		MIRL Rwy 3-21 					
S-2	1600-1¼		922 (1000-1¼)		1600-2¾ 922 (1000-2¾)		1600-3 922 (1000-3)							
CIRCLING	1600-1¼		922 (1000-1¼)		1600-2¾ 922 (1000-2¾)		1600-3 922 (1000-3)							
									Knots	60	90	120	150	180
									Min:Sec					

APP CRS
024°

Rwy Idg	4200
TDZE	678
Apt Elev	678

RNAV (GPS) RWY 3
MINCHUMINA (MHM) (PAMH)

MINCHUMINA (MHM) (PAMH)

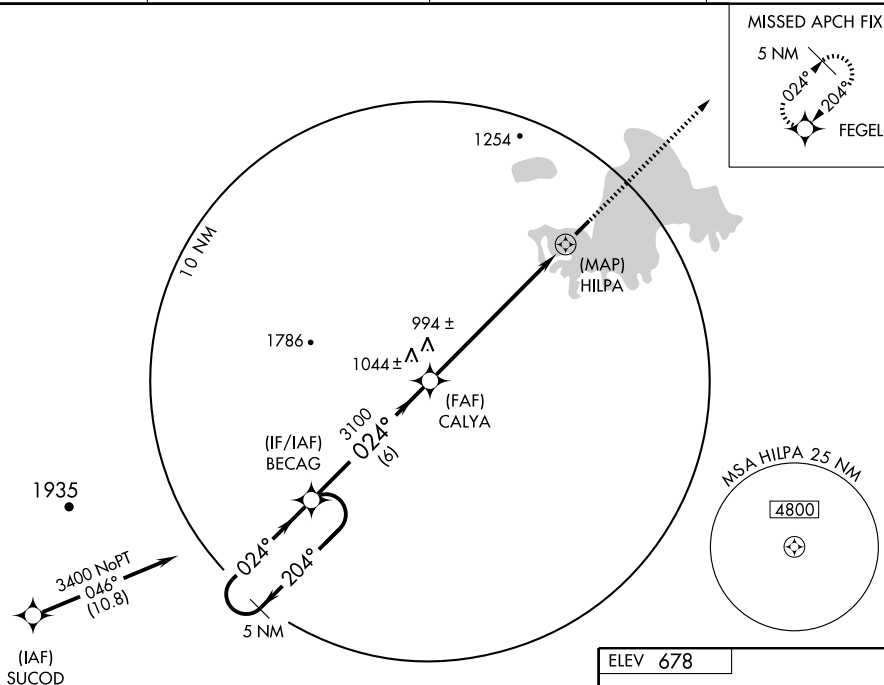
T DME/DME RNP-0.3 NA. Circling NA west of Rwy 3-21.
A

MISSED APPROACH: Climb to 4200 direct FEGEL and hold.

AWOS-3
135.55

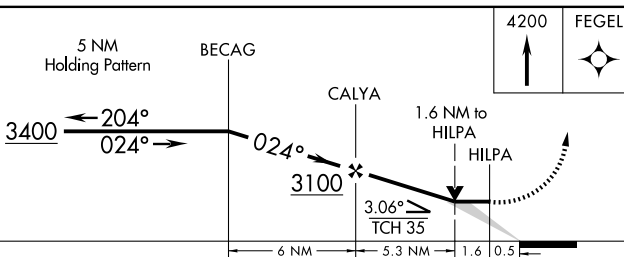
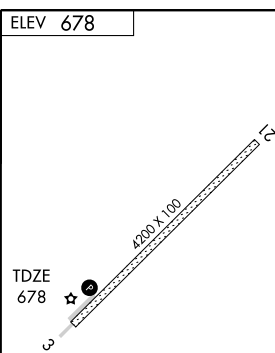
ANCHORAGE CENTER
120.9 319.2

FAIRBANKS RADIO
122.2

CTAF
122.9 **L**

Procedure NA for arrivals at SUCOD via V480 southwest bound.

ELEV 678



CATEGORY	A	B	C	D
LNAV MDA	1360-1	682 (700-1)	1360-2 682 (700-2)	1360-2¼ 682 (700-2¼)
CIRCLING	1360-1	682 (700-1)	1360-2 682 (700-2)	1360-2¼ 682 (700-2¼)

MIRL Rwy 3-21 **L**

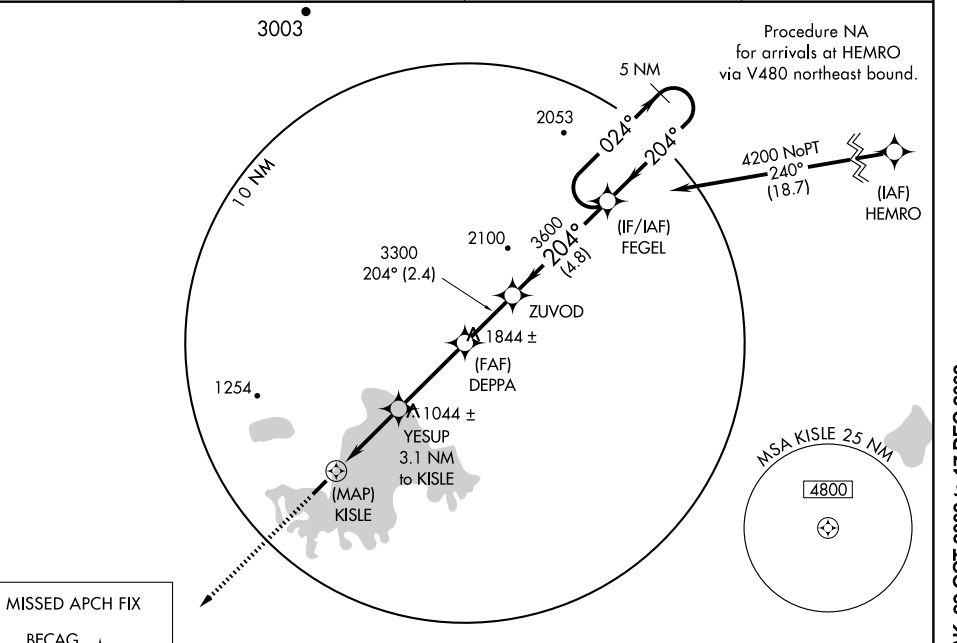
▼

▲

DME/DME RNP-0.3 NA. Circling NA west of Rwy 3-21.

MISSED APPROACH: Climb to 3400 direct BECAG and hold.

AWOS-3 135.55	ANCHORAGE CENTER 120.9 319.2	FAIRBANKS RADIO 122.2	CTAF 122.9 ①
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ELEV 678

3400

BECAG

YESUP 3.1 NM to KISLE

DEPPA

ZUVOD

FEGEL

5 NM Holding Pattern

1.5 NM to KISLE

KISLE

≤ 3.50° TCH 35

2060

3300

3600

024°

204°

4200

0.5

1.5

1.6

3.3

2.4

4.8 NM

CATEGORY	A	B	C	D
RNAV MDA	1460-1 782 (800-1)	1460-1¼ 782 (800-1¼)	1460-2¼ 782 (800-2¼)	1460-2½ 782 (800-2½)
CIRCLING	1460-1 782 (800-1)	1460-1¼ 782 (800-1¼)	1460-2¼ 782 (800-2¼)	1460-2½ 782 (800-2½)

MIRL Rwy 3-21 ①

TDZE 678

4200 X 100

AK. 22 OCT 2009 to 17 DEC 2009

T

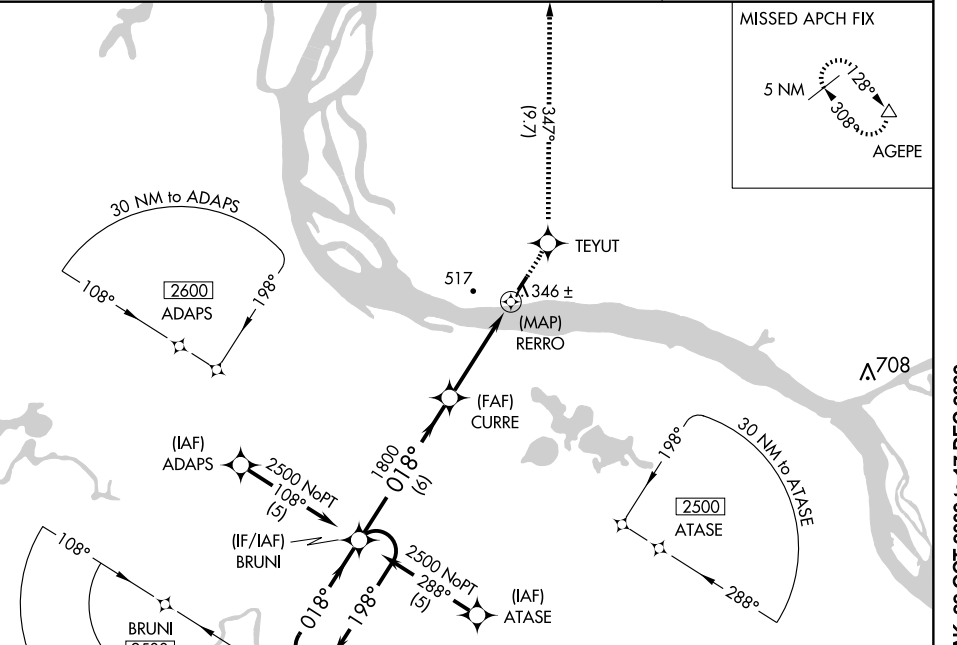
DME/DME RNP-0.3 NA.

A

If local altimeter setting not received, use St. Mary's altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3000 direct TEYUT and via 347° track to AGEPE and hold.

ASOS 118.35	ANCHORAGE CENTER 124.0	CTAF 122.9 0
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5 NM Holding Pattern

BRUNI

2500

198°

018°

VGSI and descent angles not coincident.

3000

TEYUT

347° TRK

AGEPE

CURRE

1800

3.04°

TCH 30

6 NM

4.1 NM

0.5

REERRO

TDZE 332

1.1° UP

3500 X 75

CATEGORY	A	B	C	D
RNAV MDA	600-1	268 (300-1)	NA	NA
CIRCLING	700-1 363 (400-1)	800-1 463 (500-1)	NA	NA

MIRL Rwy 2-20 0
REIL Rwy 2 and 20 0

AK. 22 OCT 2009 to 17 DEC 2009

APP CRS
1990

Rwy Idg	3500
TDZE	337
Apt Elev	337

RNAV (GPS) RWY 20
MOUNTAIN VILLAGE (MOU) (PAMO)

T DME/DME RNP-0.3 NA. If local altimeter setting not received, use St. Mary's altimeter setting and increase all MDAs 40 feet.

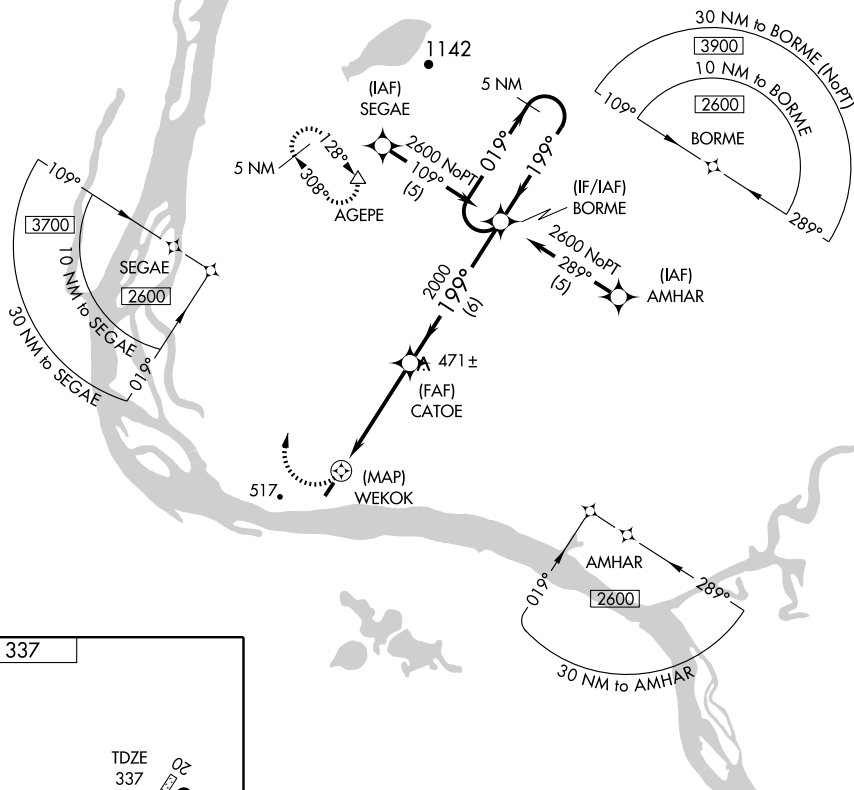
A VDP NA with St. Mary's altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct AGEPE and hold.

ASOS
118.35

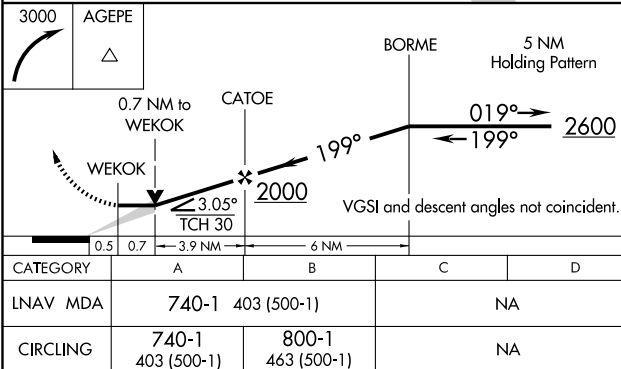
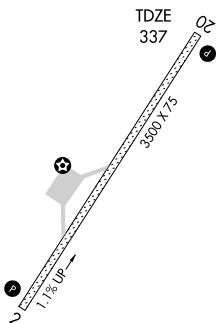
ANCHORAGE CENTER
124.0

CTAF
122.9 **L**



AK. 22 OCT 2009 to 17 DEC 2009

ELEV 337

MIRL Rwy 2-20 **L**

REIL Rwys 2 and 20 L

ST. MARYS ONE DEPARTURE (RNAV)

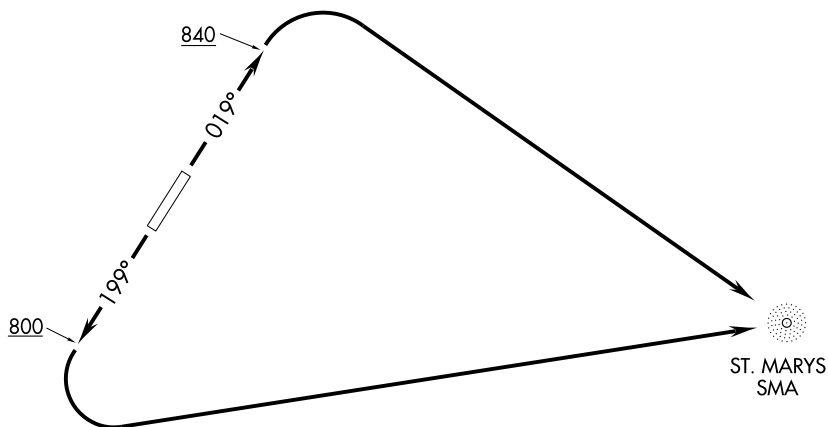
MOUNTAIN VILLAGE, ALASKA

ANCHORAGE CENTER

124.0

ASOS

118.35

TAKE-OFF MINIMUMS

Rwy 2, 20: Standard.

NOTE: GPS required.

NOTE: RNAV 1.

TAKE-OFF OBSTACLE NOTES

Rwy 2: Vehicle on road abeam DER, 250' left of centerline, 15' AGL/364' MSL.

Rwy 20: Bushes beginning 100' from DER, 35' right of centerline, up to 15' AGL/314' MSL.

Bushes beginning 140' from DER, 124' left of centerline, up to 15' AGL/314' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 2: Climb heading 019° to 840, then climbing right turn direct SMA NDB, Thence....

TAKE-OFF RUNWAY 20: Climb heading 199° to 800, then climbing left turn direct SMA NDB, Thence....

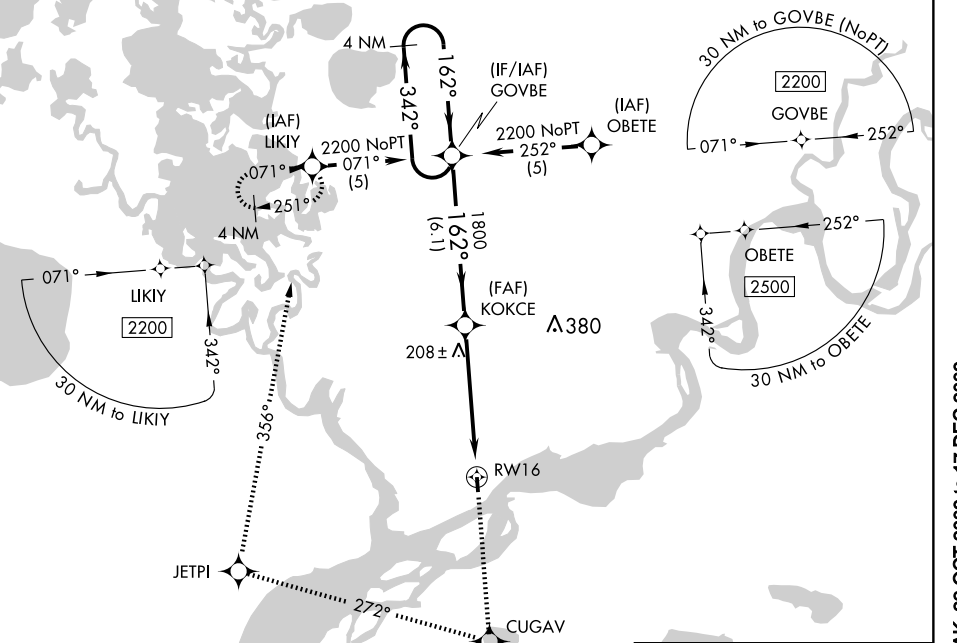
....Maintain 3000 or ATC assigned altitude.

NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Bethel altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climb to 2200 direct CUGAV and right turn via 272° track to JETPI and via 356° track to LIKIY and hold.

BETHEL ASOS 119.80	ANCHORAGE CENTER 125.2 372.0	CTAF 122.9
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ELEV 17

162° to RW16

TDZE 17

91

3248 x 60

34

4 NM
Holding Pattern

2200
↑

CUGAV

272° TRK

JETPI

356° TRK

LIKIY

4 NM
GOVBE

VGSi and RNAV glidepath not coincident.

2200 ← 342°
162° →

162°

1800

KOKCE
1800

RW16

6.1 NM

5.4 NM

REIL Rwy 16 and 34

MRL Rwy 16-34

WAAS
CH 40209
W34A

APP CRS
342°

Rwy Idg	3248
TDZE	17
Apt Elev	17

RNAV (GPS) RWY 34
NAPAKIAK (WNA) (PANA)

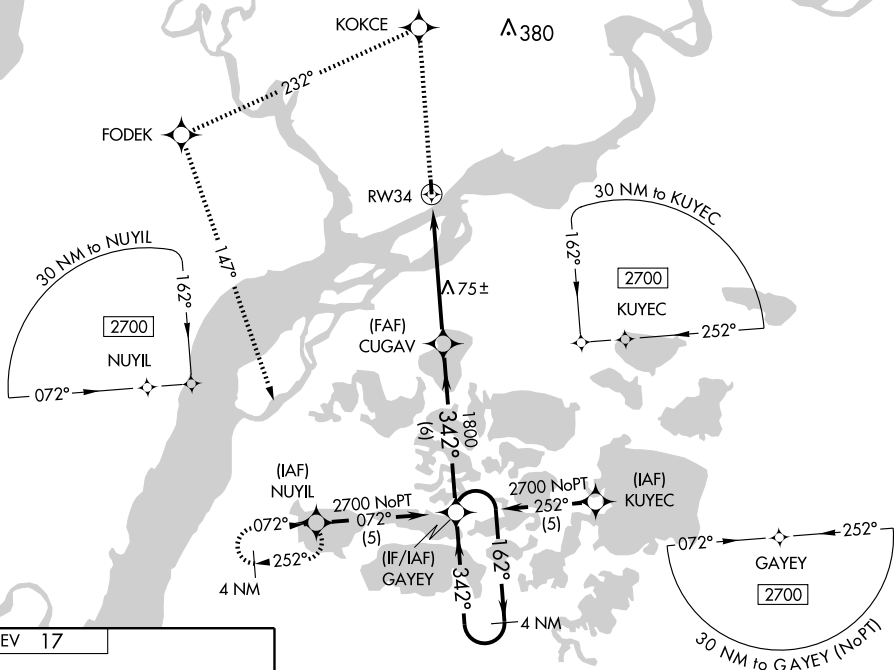
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Use Bethel altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climb to 2700 direct KOKCE and left turn via 232° track to FODEK and via 147° track to NUYIL and hold.

BETHEL ASOS
119.80

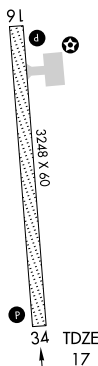
ANCHORAGE CENTER
125.2 372.0

CTAF
122.9

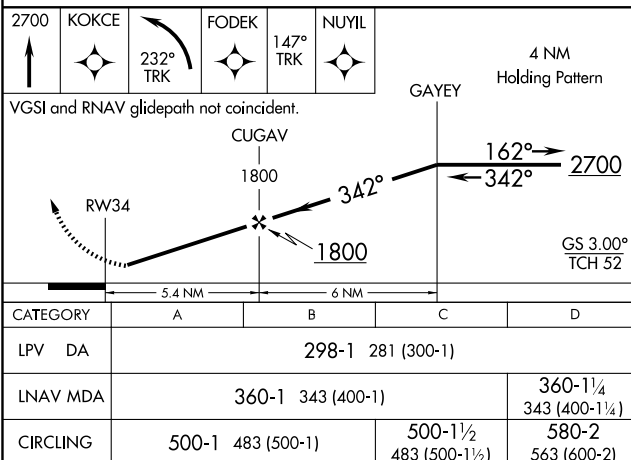


AK. 22 OCT 2009 to 17 DEC 2009

ELEV 17



REIL Rwy 16 and 34 **L**
MIRL Rwy 16-34 **L**

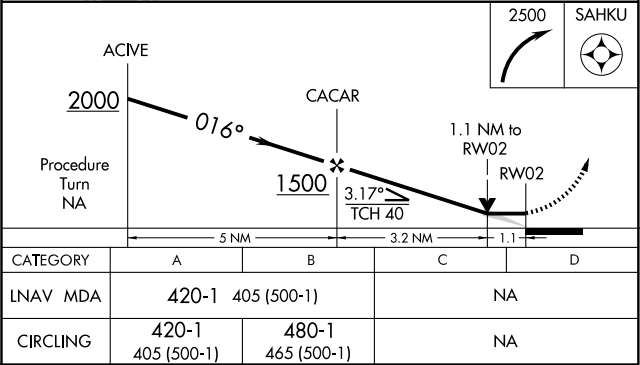
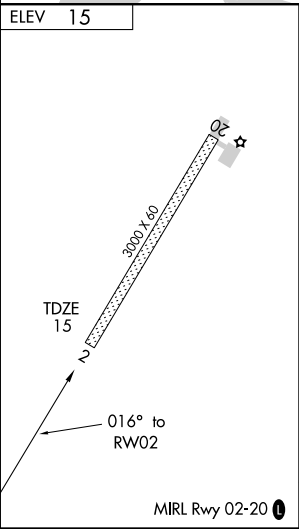
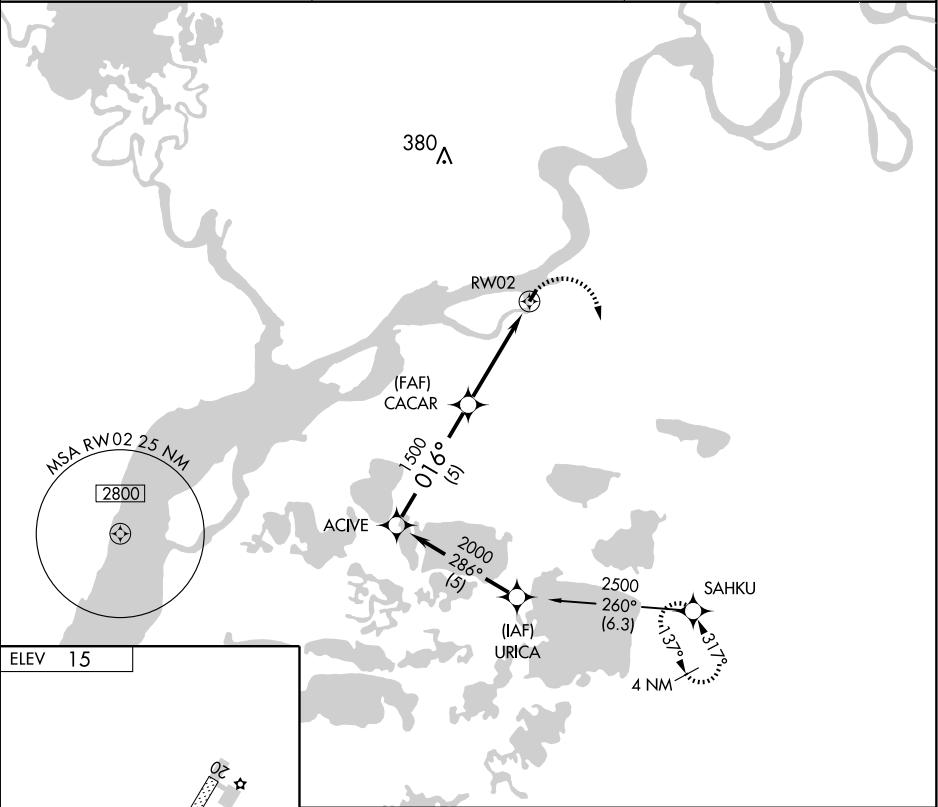


▲ NA

Use Bethel altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2500
direct SAHKU WP and hold.

BETHEL ATIS 119.8	ANCHORAGE CENTER 125.2 372.0	CTAF 122.9 0
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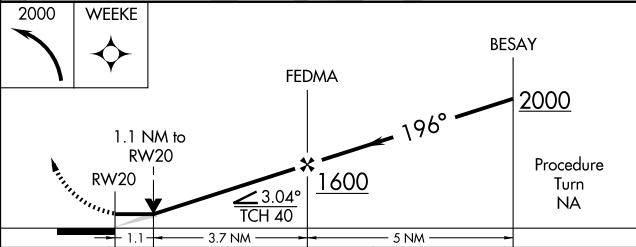
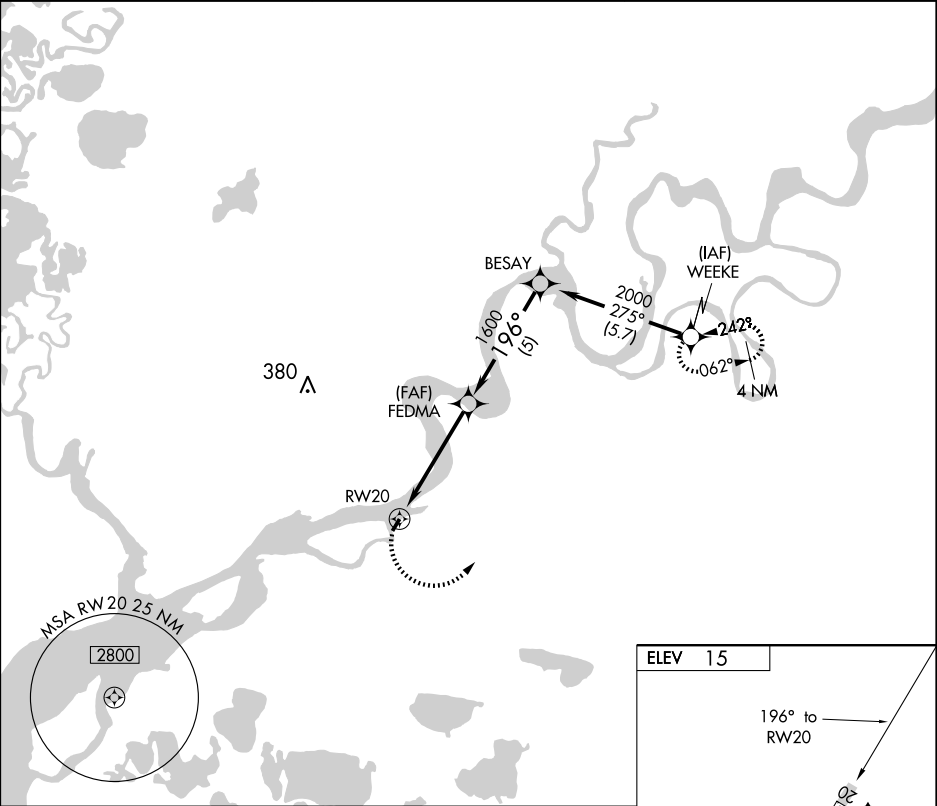


APP CRS	Rwy Idg	3000
196°	TDZE	15
	Apt Elev	15

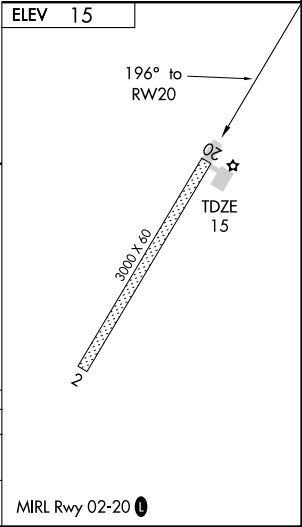
RNAV (GPS) RWY 20
NAPASKIAK (PKA) (PAPK)

<div><div>▲ NA</div><div>Use Bethel altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.</div></div>	MISSED APPROACH: Climbing left turn to 2000 direct WEEKE WP and hold.
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BETHEL ATIS 119.8	ANCHORAGE CENTER 125.2 372.0	CTAF 122.9 0
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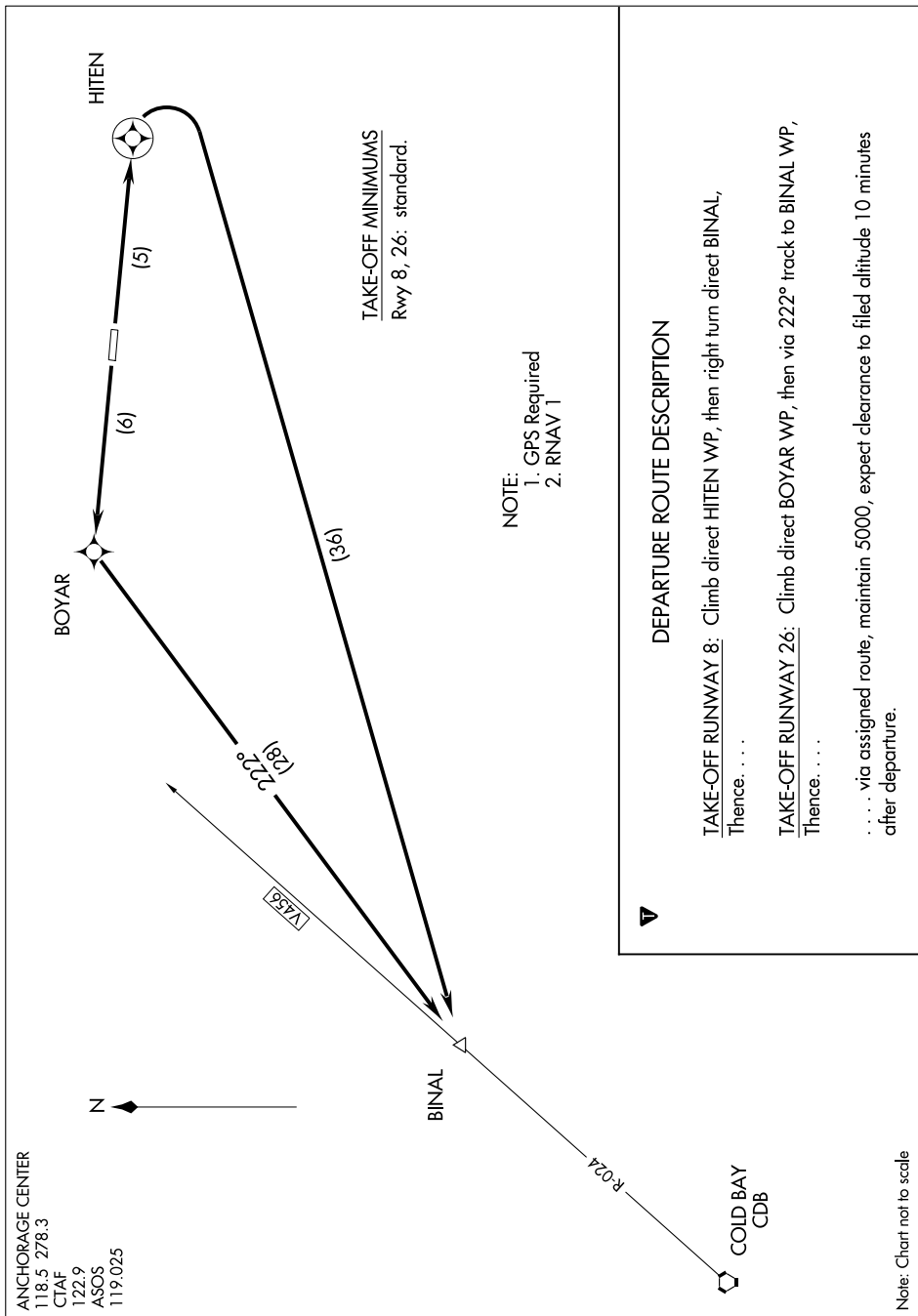


CATEGORY	A	B	C	D
LNAV MDA	420-1	405 (500-1)	NA	NA
CIRCLING	420-1 405 (500-1)	480-1 465 (500-1)	NA	NA



BINAL ONE DEPARTURE (RNAV) (OBSTACLE)

NELSON LAGOON, ALASKA



Note: Chart not to scale

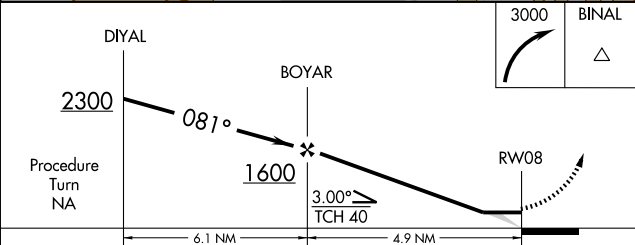
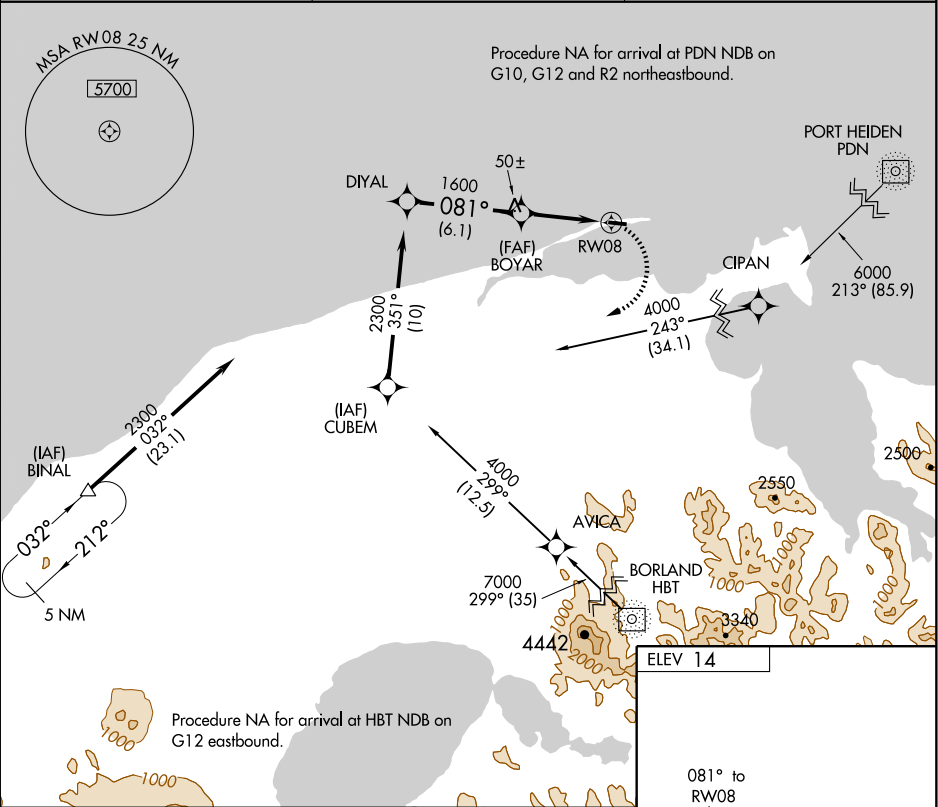
AK-22 OCT 2009 to 17 DEC 2009

APP CRS	Rwy Idg	4000
081°	TDZE	14
	Apt Elev	14

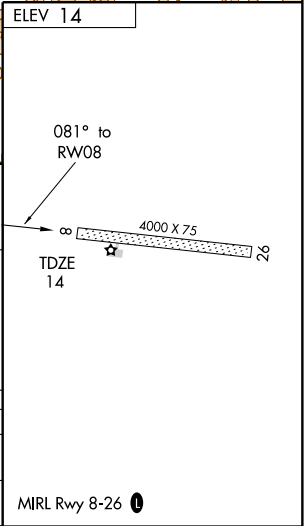
RNAV (GPS) RWY 8
NELSON LAGOON (OUL) (PAOU)

If local altimeter setting not received, use Cold Bay altimeter setting. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing right turn to 3000 direct BINAL WP and hold.
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ASOS 119.025	ANCHORAGE CENTER 118.5 278.3	CTAF 122.9
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CATEGORY	A	B	C	D
UNAV MDA	1040-1¼ 1026 (1100-1¼)	1040-1½ 1026 (1100-1½)	NA	
CIRCLING	1080-1¼ 1066 (1100-1¼)	1080-1½ 1066 (1100-1½)	NA	



APP CRS	Rwy Idg	4000
261°	TDZE	10
	Apt Elev	14

RNAV (GPS) RWY 26

NELSON LAGOON (OUL) (PAOU)

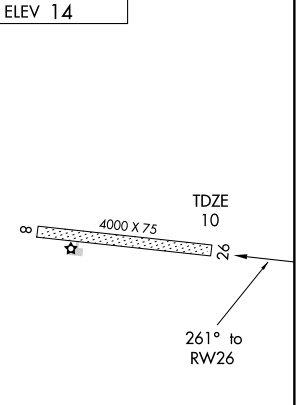
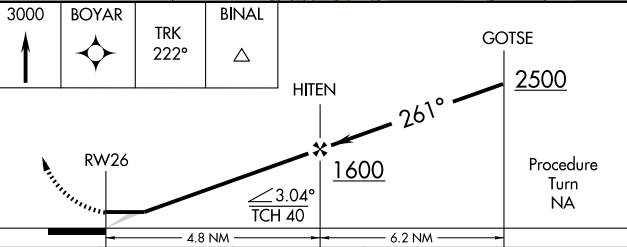
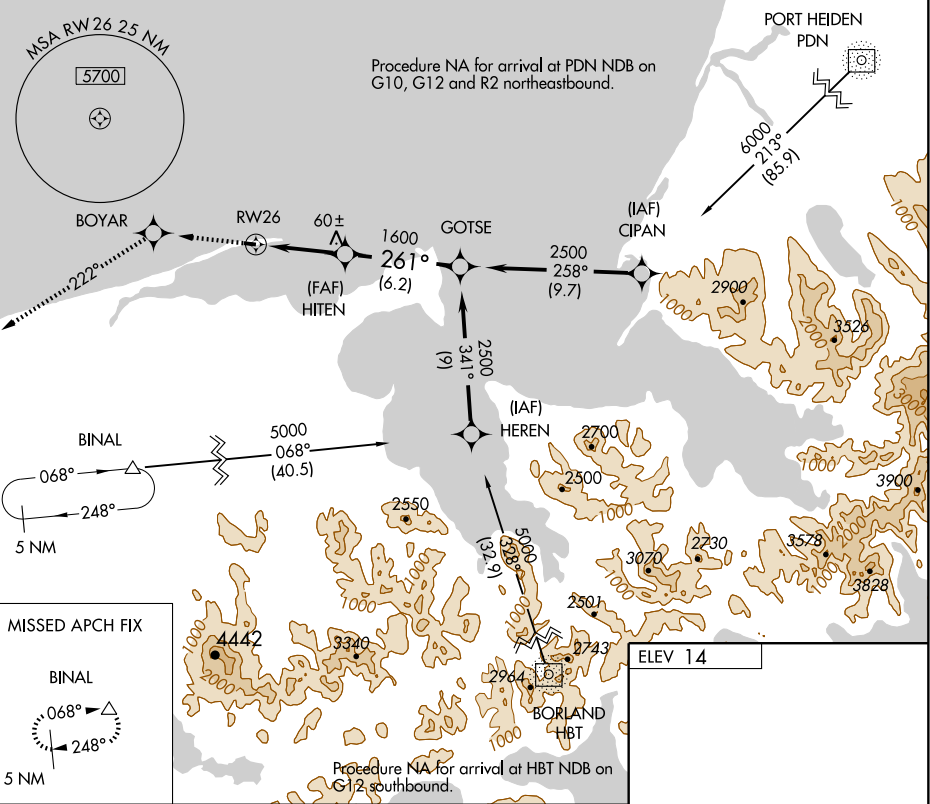
NA If local altimeter setting not received, use Cold Bay altimeter setting. DME/DME or RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct BOYAR WP and via 222° track to BINAL WP and hold.

ASOS
119.025

ANCHORAGE CENTER
118.5 278.3

CTAF
122.9



CATEGORY	A	B	C	D
LNAV MDA	1040-1¼ 1030 (1100-1¼)	1040-1½ 1030 (1100-1½)	NA	
CIRCLING	1080-1¼ 1066 (1100-1¼)	1080-1½ 1066 (1100-1½)	NA	

MIRL Rwy 8-26

NDB ICW	APP CRS	Rwy Idg	4600
<u>525</u>	<u>048°</u>	TDZE	368
		Apt Elev	368

NDB RWY 4L

NENANA MUNI (ENN) (PANN)

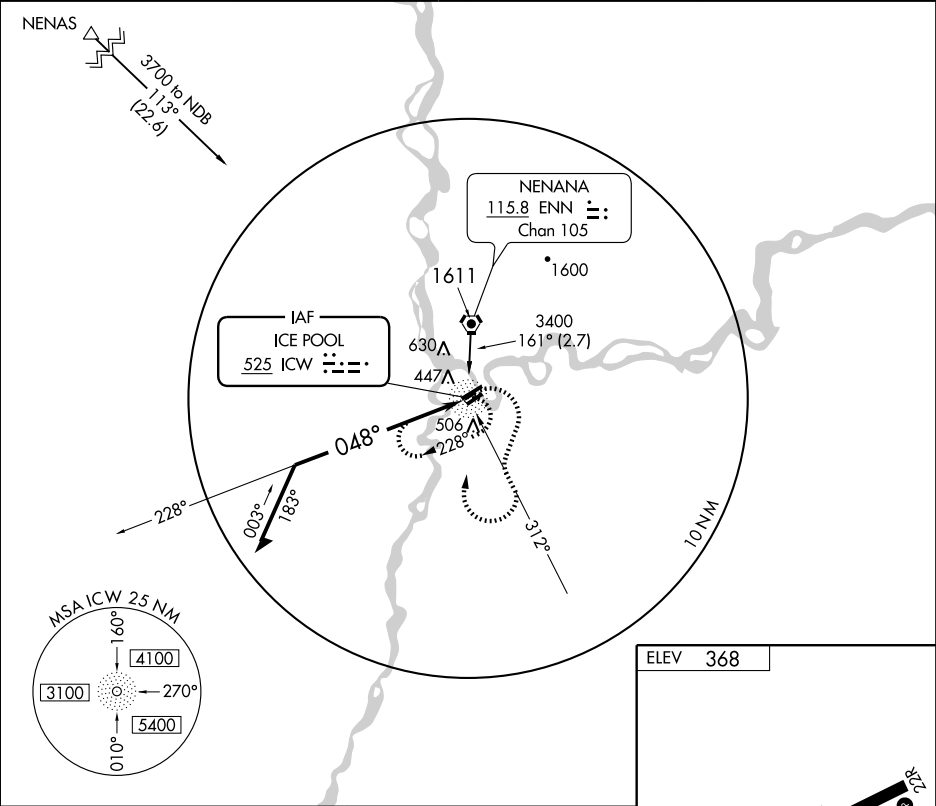
▼

▲

Circling NA northwest of Rwy 4L-22R. When local altimeter setting not received, use Fairbanks Intl altimeter setting and increase all MDA 100 feet and all Cat. C/D visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 3200 via ICW NDB 132° bearing, then right turn direct ICW NDB and hold.

ASOS	FAIRBANKS APP CON	FAIRBANKS RADIO	CTAF
125.2	125.35 363.2 (180°-359°)	122.5	122.1



Remain within 10 NM

NDB 3200

2400

228°

048°

3200

ICW 132°

ICW

525

ELEV 368

TDZE 368

4600 X 100

2520 X 60

3601 X 100

Seaplane Landing Area

048° to NDB

CATEGORY	A	B	C	D
S-4L	1000-1	632 (700-1)	1000-1¾ 632 (700-1¾)	1000-2 632 (700-2)
CIRCLING	1000-1	632 (700-1)	1000-1¾ 632 (700-1¾)	1000-2 632 (700-2)

MIRL Rwy 4L-22R
REIL Rwys 4L and 22R
MIRL Rwy 4R-22L

APP CRS	Rwy Idg	4600
038°	TDZE	368
	Apt Elev	368

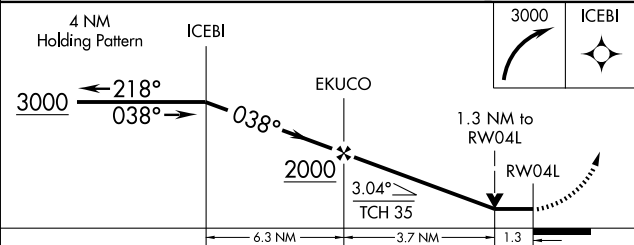
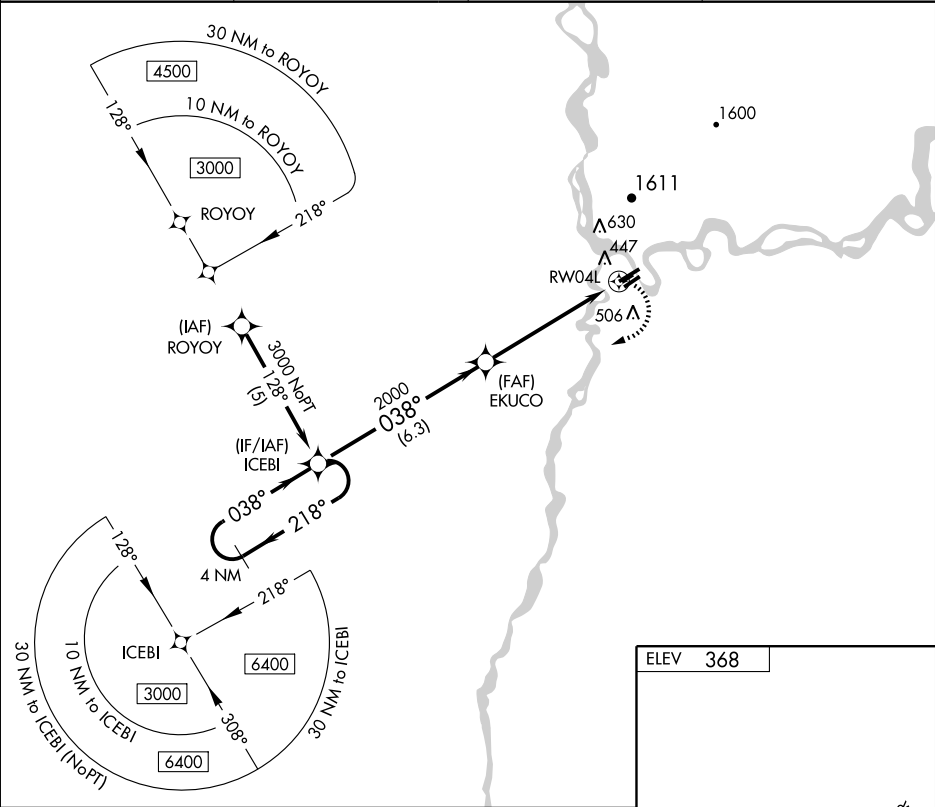
RNAV (GPS) RWY 4L

NENANA MUNI (ENN) (PANN)

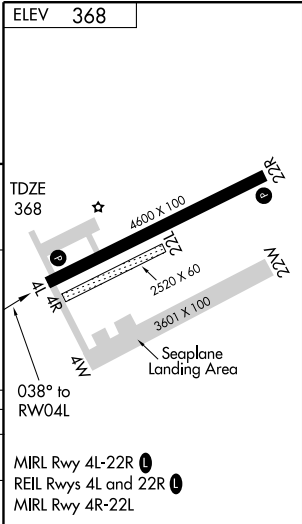
⚠ Circling NA west of Rwy 4L-22R. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fairbanks Intl altimeter setting; increase all MDA 100 feet and LNAV visibility Cat. C/D ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct ICEBI and hold.

ASOS	FAIRBANKS APP CON	FAIRBANKS RADIO	CTAF
125.2	125.35 363.2 (180°-359°)	122.5	122.1



CATEGORY	A	B	C	D
LNAV MDA	800-1	432 (500-1)	800-1¼ 432 (500-1¼)	800-1½ 432 (500-1½)
CIRCLING	860-1	492 (500-1)	860-1½ 492 (500-1½)	920-2 552 (600-2)



APP CRS	Rwy Idg	3281
137°	TDZE	364
	Apt Elev	364

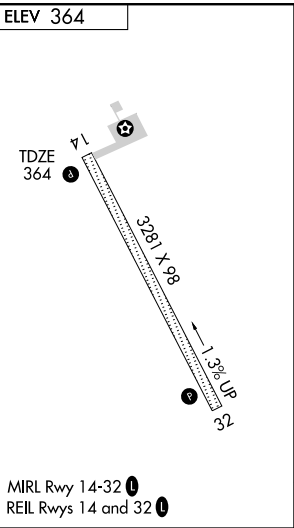
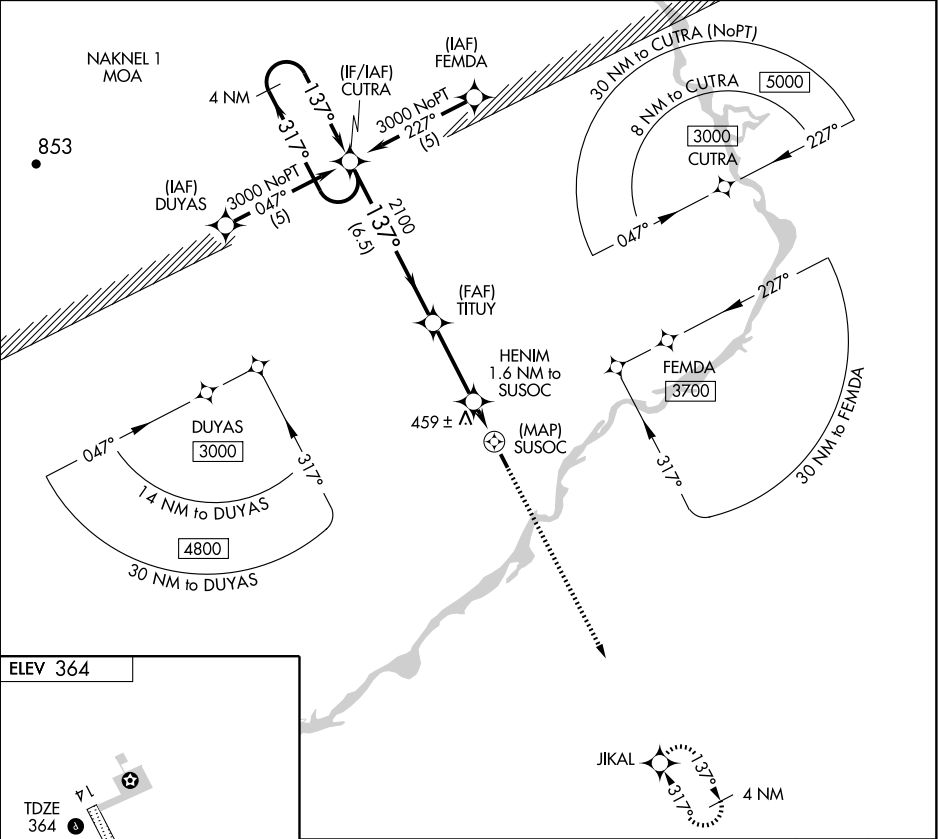
RNAV (GPS) RWY 14

NEW STUYAHOK (KNW) (PANW)

When local altimeter setting not received, use Koliganek altimeter setting and increase all MDAs 60 feet. Procedure NA at night.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct JIKAL and hold.

AWOS-3 120.275	ANCHORAGE CENTER 132.75 282.35	DILLINGHAM RADIO 122.55	CTAF 122.90
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4 NM Holding Pattern CUTRA				3000	JIKAL
				↑	✧
TITUY				3000	JIKAL
HENIM 1.6 NM to SUSOC				↑	✧
SUSOC				↑	✧
TCH 35				↑	✧
1060				↑	✧
6.5 NM 3.2 NM 1.6 NM 0.5				↑	✧
CATEGORY	A	B	C	D	
LNAV MDA	780-1	416 (500-1)	NA		
CIRCLING	780-1 416 (500-1)	820-1 456 (500-1)	NA		

APP CRS	Rwy Idg	3281
317°	TDZE	354
	Apt Elev	364

RNAV (GPS) RWY 32

NEW STUYAHOK (KNW) (PANW)

T When local altimeter setting not received, use Koliganek altimeter setting and increase all MDAs 60 feet.

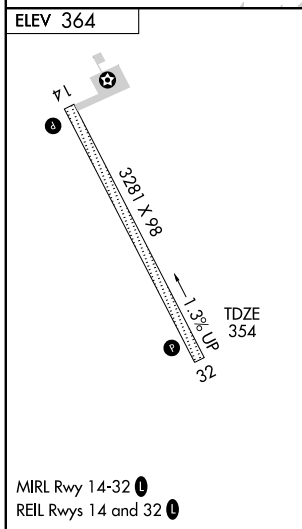
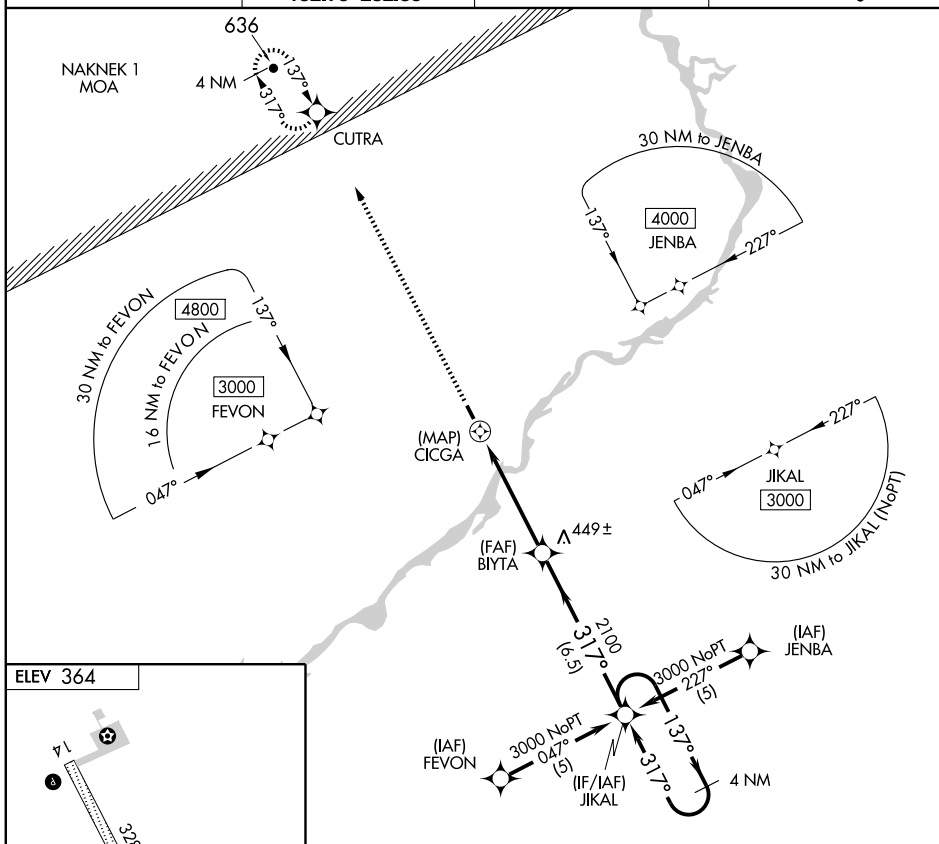
A Procedure NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct CUTRA and hold.

AWOS-3
120.275

ANCHORAGE CENTER
132.75 282.35

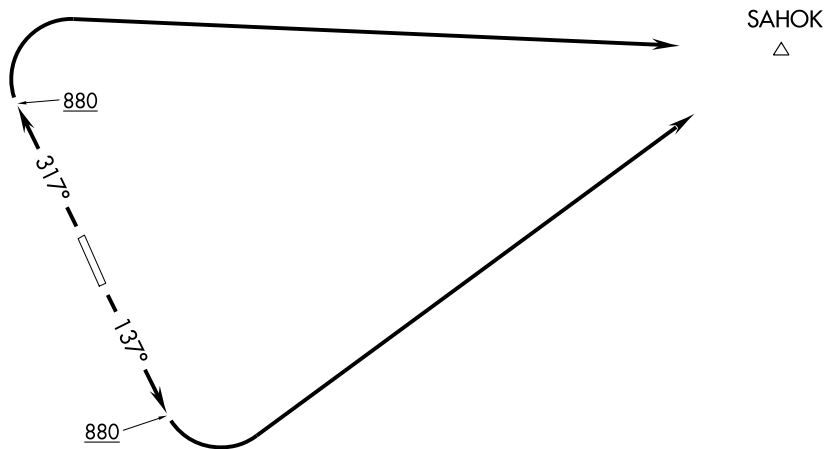
DILLINGHAM RADIO
122.55

CTAF
122.9 L

CATEGORY	A	B	C	D
LNNAV MDA	760-1	406 (400-1)	NA	
CIRCLING	780-1 416 (500-1)	820-1 456 (500-1)	NA	

SAHOK ONE DEPARTURE (RNAV)

ANCHORAGE CENTER
132.75 282.35
DILLINGHAM RADIO
122.55

TAKE-OFF MINIMUMS

Rwys 14, 32: Standard.

TAKE-OFF OBSTACLES NOTES

Rwy 14: Tree 700' from DER, 647' right of centerline, 60' AGL / 409' MSL.

Multiple trees beginning 549' from DER, 499' left of centerline, up to 60' AGL/434' MSL.

Rwy 32: Tree 743' from DER, 104' right of centerline, 60' AGL / 445' MSL.

NOTES: GPS Required.

RNAV 1.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14: Climb heading 137° to 880, then left turn direct SAHOK, thence . . .

TAKE-OFF RWY 32: Climb heading 317° to 880, then right turn direct SAHOK, thence . . .

. . . maintain 5000 or ATC assigned altitude.

APP CRS
044°

Rwy Idg	4003
TDZE	441
Apt Elev	441

RNAV (GPS) RWY 4
NIKOLAI (FSP)(PAFS)

NIKOLAI (FSP)(PAFS)



DME/DME RNP-0.3 NA.

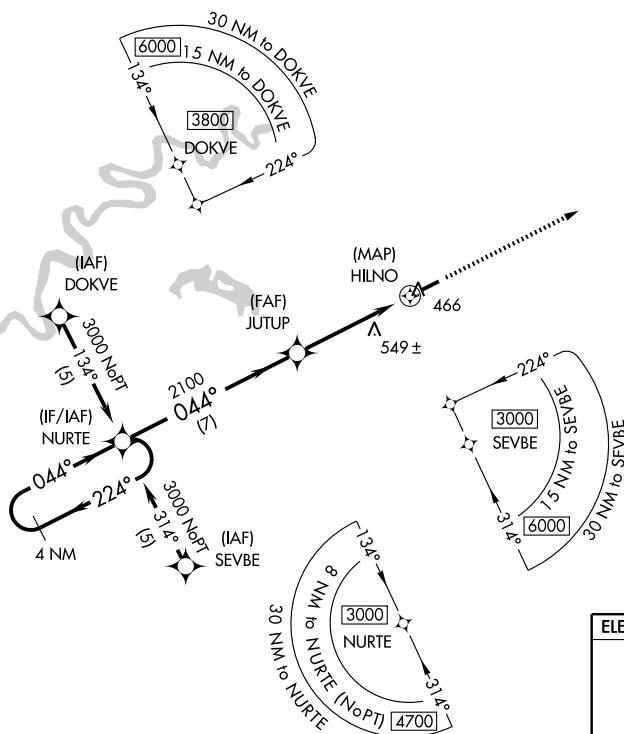


NA When VGSi inoperative, procedure NA at night.

MISSED APPROACH: Climb to 5000 direct HIBVU and hold, continue climb-in-hold to 5000.

MCGRATH ASOS
135.65

ANCHORAGE CENTER
128.1 353.8

CTAF
122.8 **L**

1900

4 NM



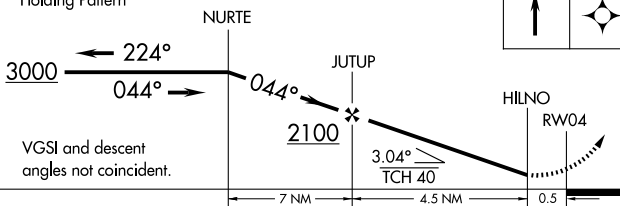
HIBVU

ELEV 441

4 NM
Holding Pattern

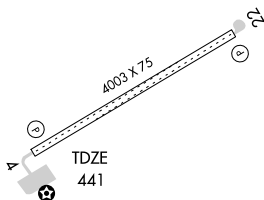
5000

HIRVU



CATEGORY	A	B	C	D
LNAV MDA	960-1	519 (600-1)	960-1½ 519 (600-½)	960-1¾ 519 (600-1¾)
CIRCLING	1000-1	559 (600-1)	1000-1½ 559 (600-½)	1000-2 559 (600-2)

MIRL Rwy 4-22 **L**
REIL Rwy 4 and 22 **L**



APP CRS
225°

Rwy Idg	4003
TDZE	441
Apt Elev	441

RNAV (GPS) RWY 22
NIKOLAI (FSP) (PAFS)

NIKOLAI(FSP)(PAFS)



DME/DME RNP-0.3 NA.

Use McGrath altimeter setting, if not received procedure NA.

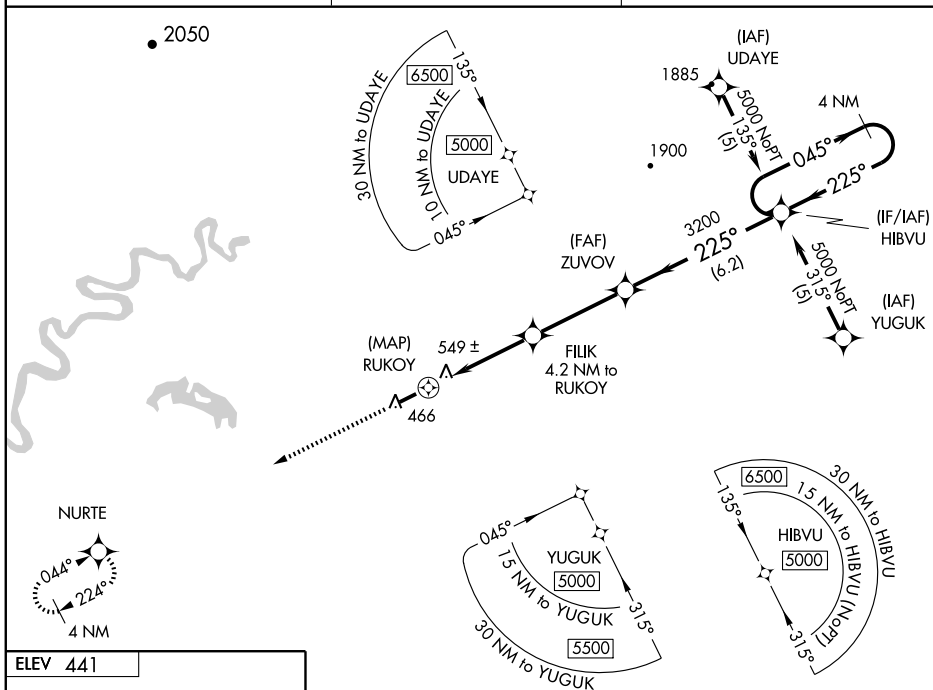
When VGSI inoperative, procedure NA at night.



MISSED APPROACH: Climb to 3000 direct NURTE and hold.

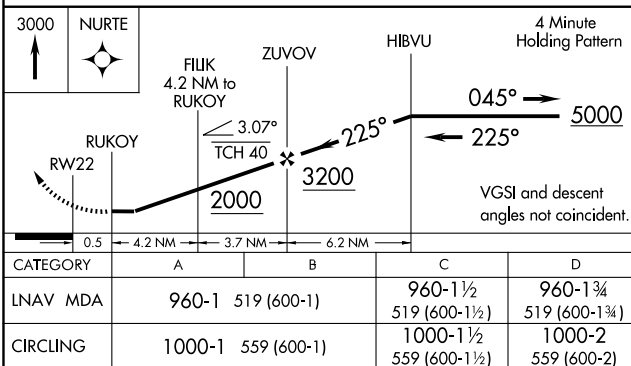
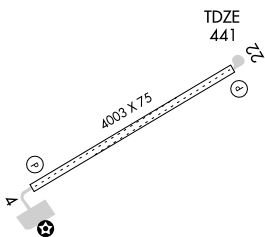
MCGRATH ASOS
135.65

ANCHORAGE CENTER
128.1 353.8

CTAF
122.8 **L**

AK. 22 OCT 2009 to 17 DEC 2009

ELEV 441

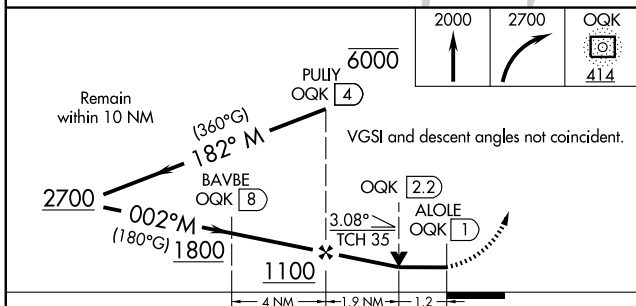
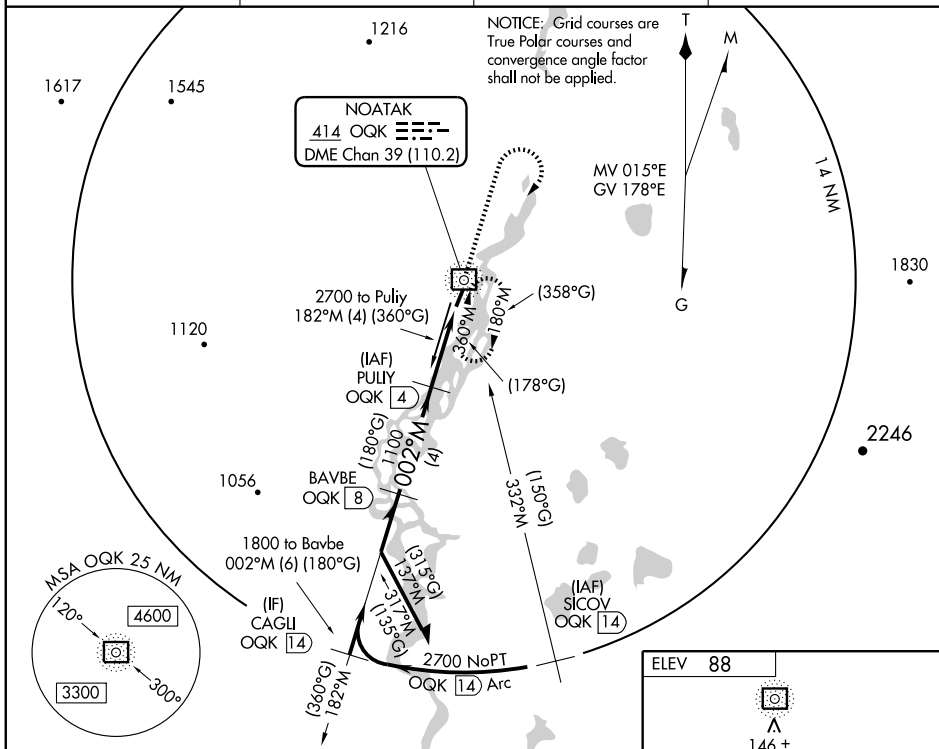
MIRL Rwy 4-22 **L**

NDB/DME OQK 414 Chan 39 (110.2)	APP CRS 002°M (180°G)	Rwy Idg 4000 TDZE 85 Apt Elev 88
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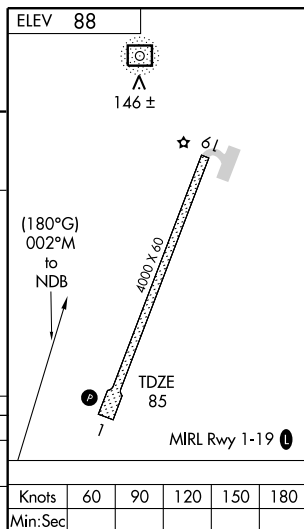
NDB/DME RWY 1
NOATAK (WTK)(PAWN)

- T** If local altimeter setting not received, use Kotzebue
A altimeter setting and increase all MDAs 120 feet.

AWOS-3 135.750	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 122.40	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-1	480-1 395 (400-1)			480-1½ 395 (400-1½)
CIRCLING	500-1 412 (500-1)	540-1 452 (500-1)	540-1½ 452 (500-1½)	640-2 552 (600-2)



ILS or LOC/DME Y RWY 28

NOME(OME)(PAOM)

LOC/DME I-OME 108.7 Chan 24	APP CRS 276°	Rwy Idg TDZE Apt Elev 6001 21 37
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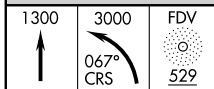
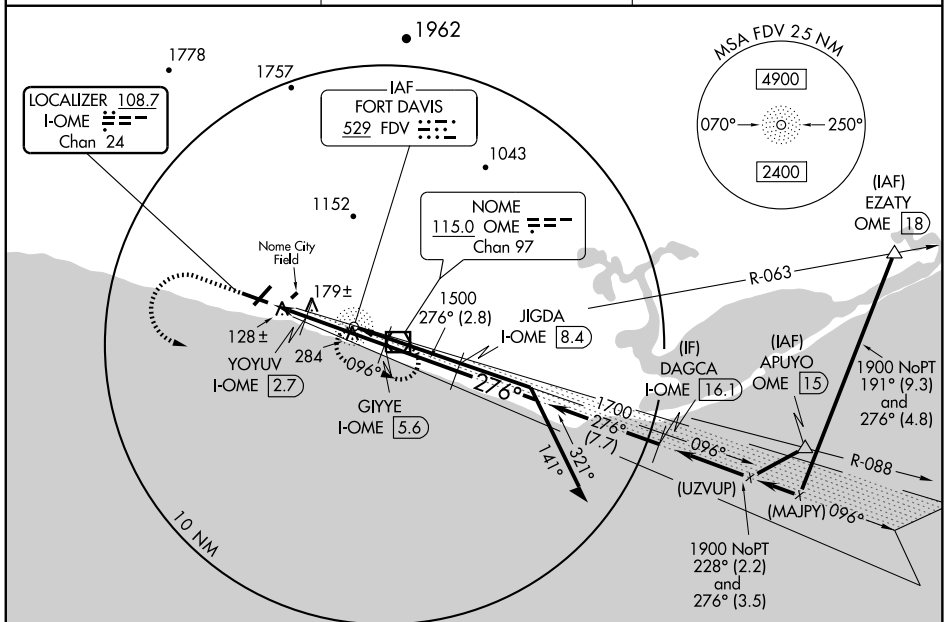
NA For inoperative MALSR, increase S-LOC 28 Cats A and B visibility to RVR 5000. Inoperative table does not apply to S-ILS Rwy 28. Visibility reduction by helicopters NA. ADF required.

MALSR

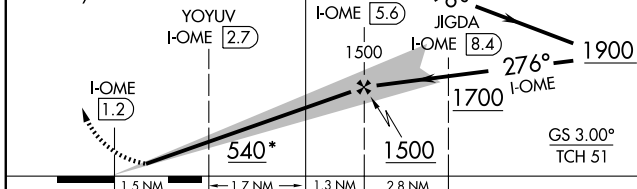


MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 via 067° course to FDV NDB and hold, continue climb-in-hold to 3000.

ATIS 119.925	ANCHORAGE CENTER 133.3 290.4	NOME RADIO 123.6 (CTAF) 0 255.4
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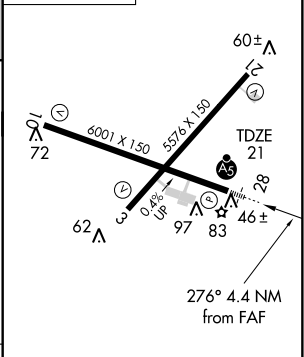


* LOC only



CATEGORY	A	B	C	D
S-ILS 28		271/40	250 (300-¾)	
S-LOC 28	480/40	459 (500-¾)		480/50 459 (500-1)
CIRCLING	540-1 503 (600-1)	580-1 543 (600-1)	580-1½ 543 (600-1½)	800-2½ 763 (800-2½)

ELEV 37



REIL Rwy 3
REIL Rwy 10
HIRL Rwy 10-28
MIRL Rwy 3-21

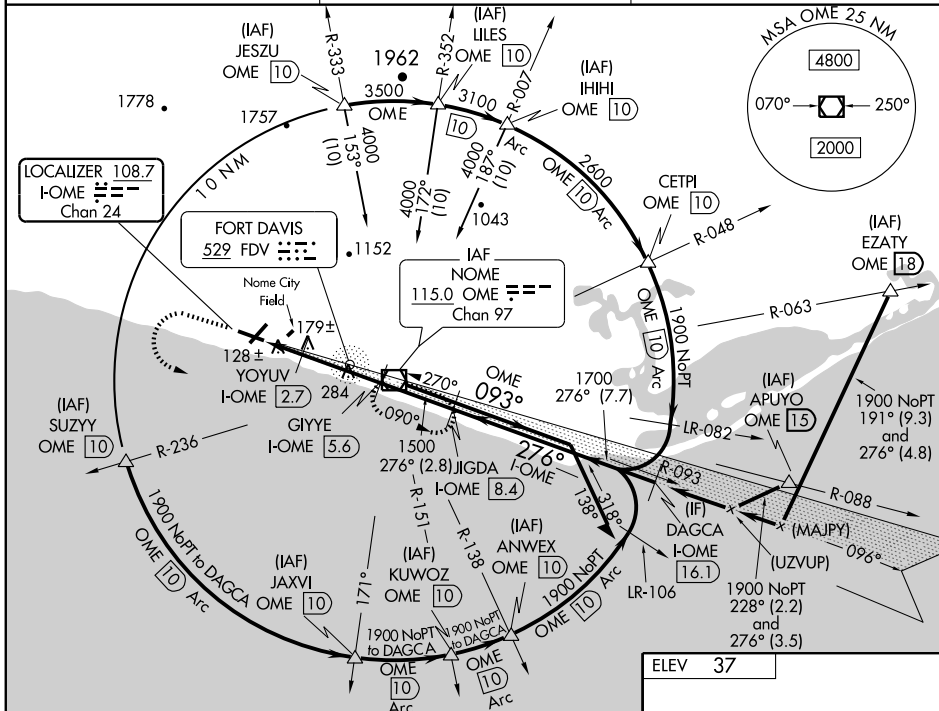
LOC/DME I-OME 108.7 Chan 24	APP CRS 276°	Rwy Idg TDZE Apt Elev	6001 21 37
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ILS or LOC/DME Z RWY 28

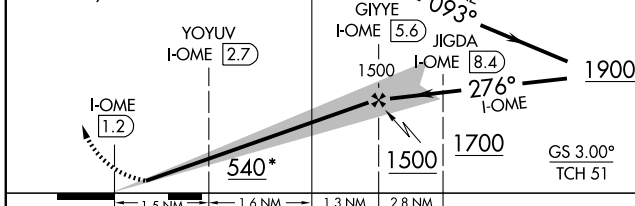
NOME(OME)(PAOM)

▼ ▲ NA	Inoperative table does not apply to S-ILS Rwy 28. For inoperative MALSRR, increase S-LOC 28 Cats A and B visibility to RVR 5000. Visibility reduction by helicopters NA.	MALSRR A5	MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 via OME VOR/DME R-247 to OME VOR/DME and hold.
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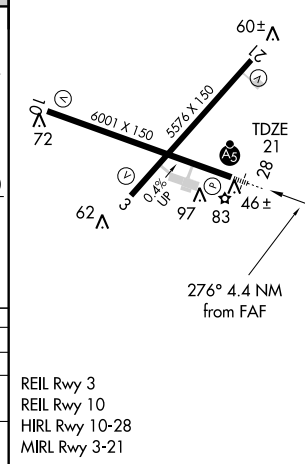
ATIS 119.925	ANCHORAGE CENTER 133.3 290.4	NOME RADIO 123.6 (CTAF) 255.4
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1100 ↑	3000 ↘	OME 115.0	Use I-OME DME when on the localizer course.	Remain Within 10 NM
* LOC only		OME R-247		



CATEGORY	A	B	C	D
S-ILS 28		271/40	250 (300-3/4)	
S-LOC 28		480/40	459 (500-3/4)	480/50 459 (500-1)
CIRCLING	540-1 503 (600-1)	580-1 543 (600-1)	580-1 1/2 543 (600-1 1/2)	800-2 1/2 763 (800-2 1/2)

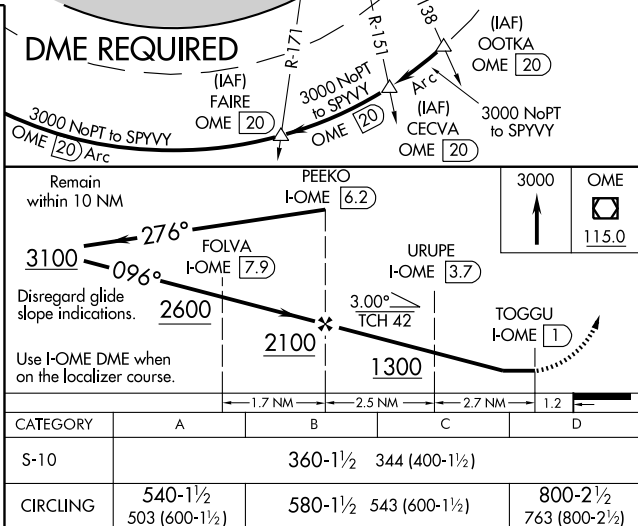
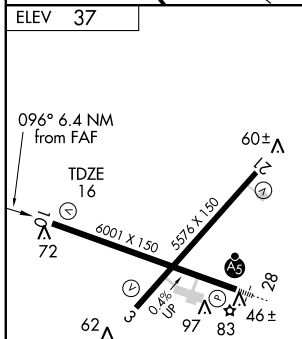
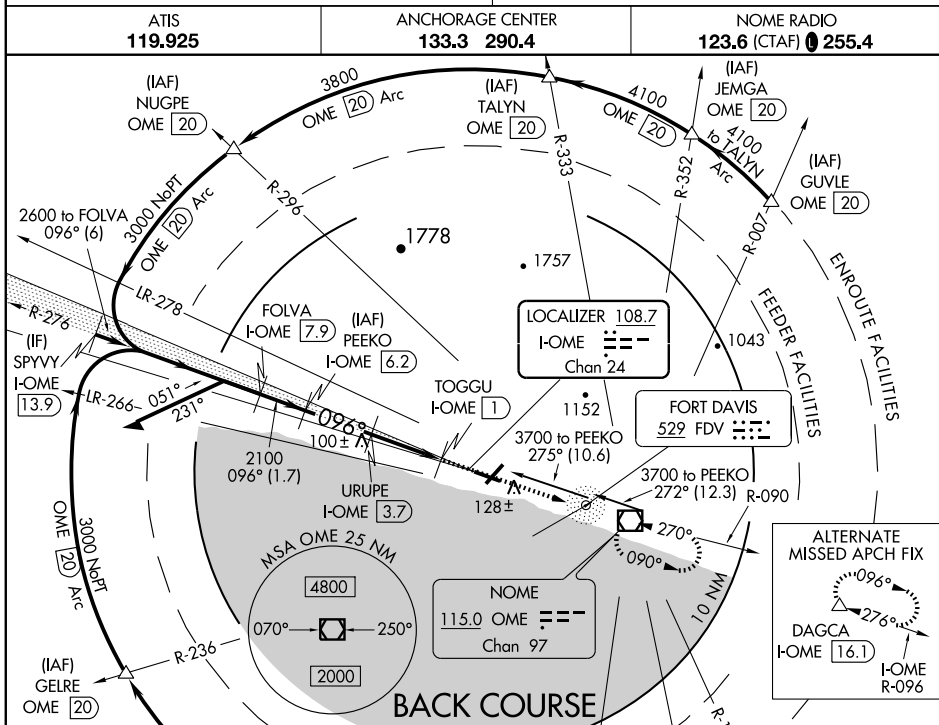


LOC/DME I-OME 108.7 Chan 24	APP CRS 096°	Rwy Idg 6001 TDZE 16 Apt Elev 37
--	------------------------	---

LOC/DME BC RWY 10
NOME(OME)(PAOM)

T	LOC BC unusable inside TOGGU/I-OME 1 DME.
A NA	Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct OME VOR/DME and hold, continue climb-in-hold to 3000.



REIL Rwy 3
REIL Rwy 10
HIRL Rwy 10-28
MIRL Rwy 3-21

NDB FDV 529	APP CRS 272°	Rwy Idg TDZE Apt Elev N/A N/A 37
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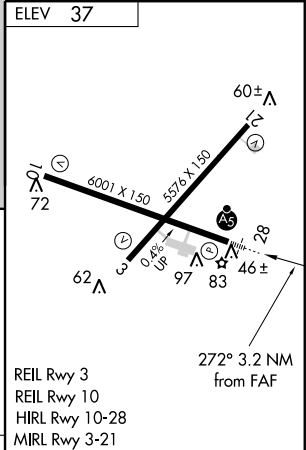
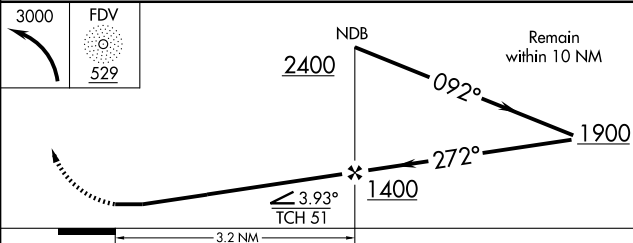
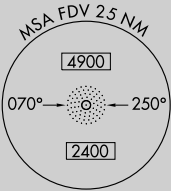
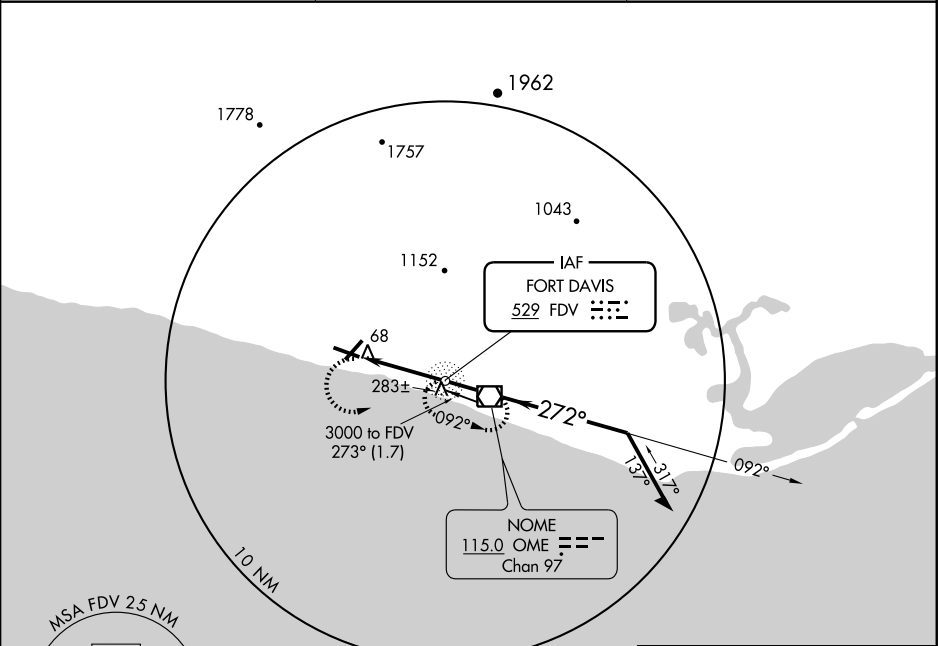
NDB-A
NOME (OME)(PAOM)

▼

▲

MISSED APPROACH: Climbing left turn to 3000
direct FDV NDB and hold.

ATIS 119.925	ANCHORAGE CENTER 133.3 290.4	NOME RADIO 123.6 (CTAF) 255.4
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CATEGORY	A	B	C	D	FAF to MAP 3.2 NM					
CIRCLING	520-1	483 (500-1)	580-1½	800-2½	Knots	60	90	120	150	180
			543 (600-1½)	763 (800-2½)	Min:Sec	3:12	2:08	1:36	1:17	1:04

AL-1231 (FAA)

NDB/DME RWY 3

NOME (OME)(PAOM)

▼

▲

MISSED APPROACH: Climbing right turn to 3000 direct FDV NDB and hold.

ATIS

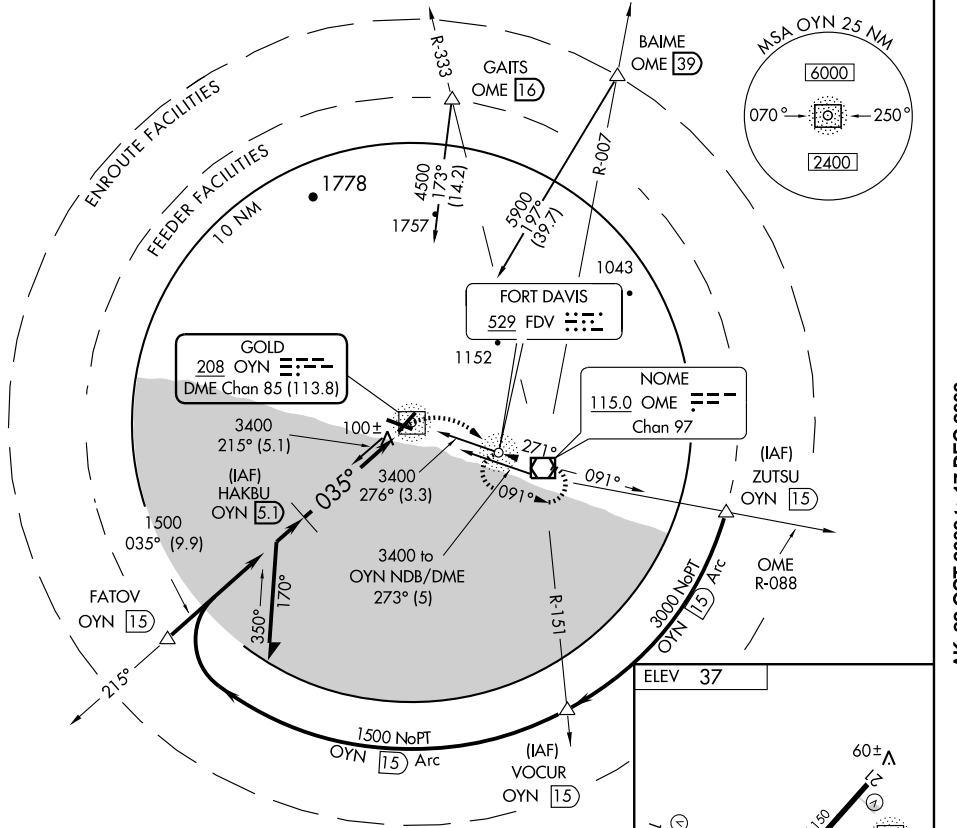
119.925

ANCHORAGE CENTER

133.3 290.4

NOME RADIO

123.6 (CTAF) 255.4



MSA OYN 25 NM

6000

070° 250°

2400

ELEV 37

Remain within 10 NM

HAKBU OYN 5.1

1500

215°

035°

1500

035°

3.00°

TCH 42

4.0 NM

0.5

CAKAC OYN 1.1

3000

FDV 529

VGSI and descent angles not coincident.

035° 4.5 NM from FAF

REIL Rwy 3

REIL Rwy 10

HIRL Rwy 10-28

MIRL Rwy 3-21

CATEGORY	A	B	C	D
S-3	460-1	436 (500-1)	460-1¼ 436 (500-1¼)	460-1½ 436 (500-1½)
CIRCLING	520-1	483 (500-1)	580-1½ 543 (600-1½)	800-2½ 763 (800-2½)

Knots

60 90 120 150 180

Min:Sec

APP CRS
028°

Rwy Idg	5576
TDZE	24
Apt Elev	37

RNAV (GPS) RWY 3
NOME(OME)(PAOM)

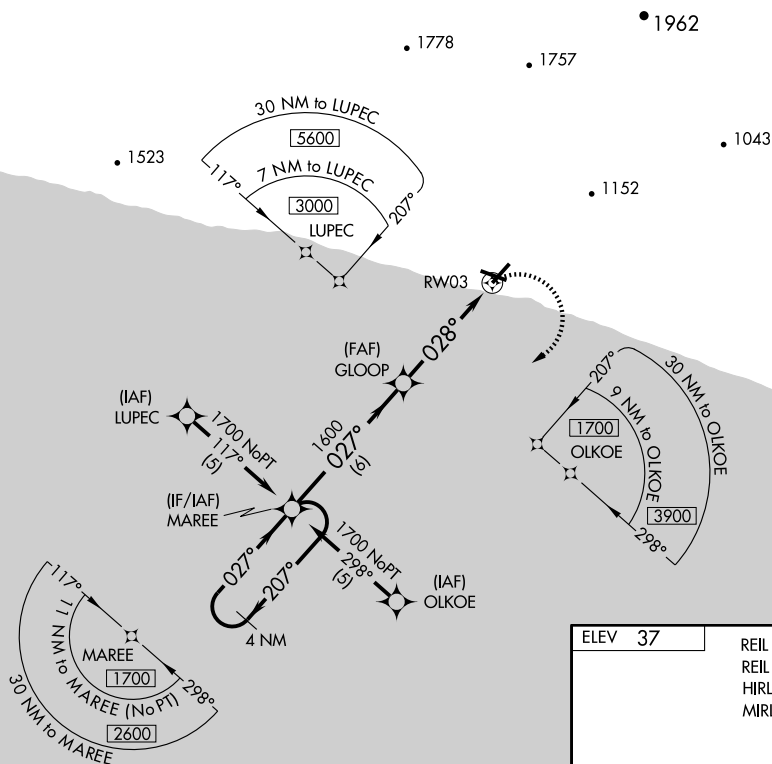
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 1700 direct MAREE and hold.

ATIS
119.925

ANCHORAGE CENTER
133.3 290.4

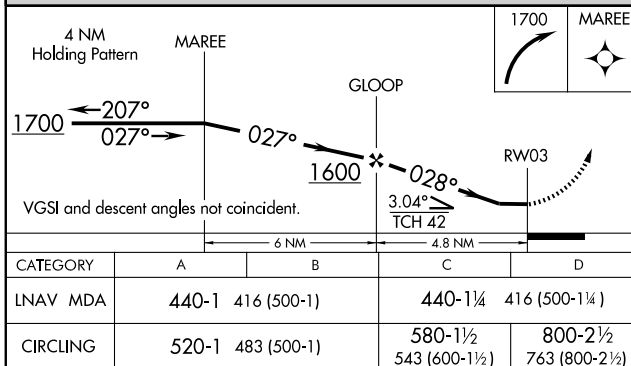
NOME RADIO
123.6 (CTAF) **L** 255.4



AK. 22 OCT 2009 to 17 DEC 2009

ELEV 37

REIL Rwy 3
REIL Rwy 10
HIRL Rwy 10-28
MIRL Rwy 3-21

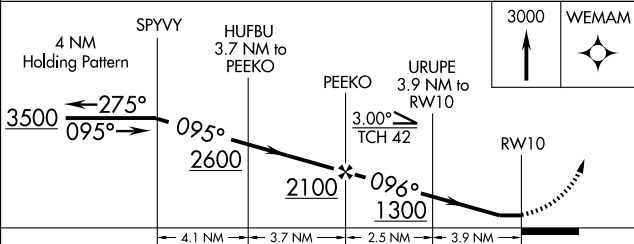
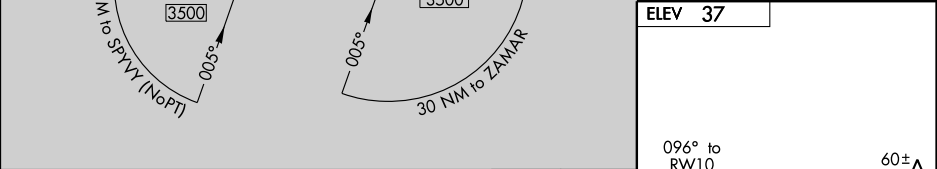
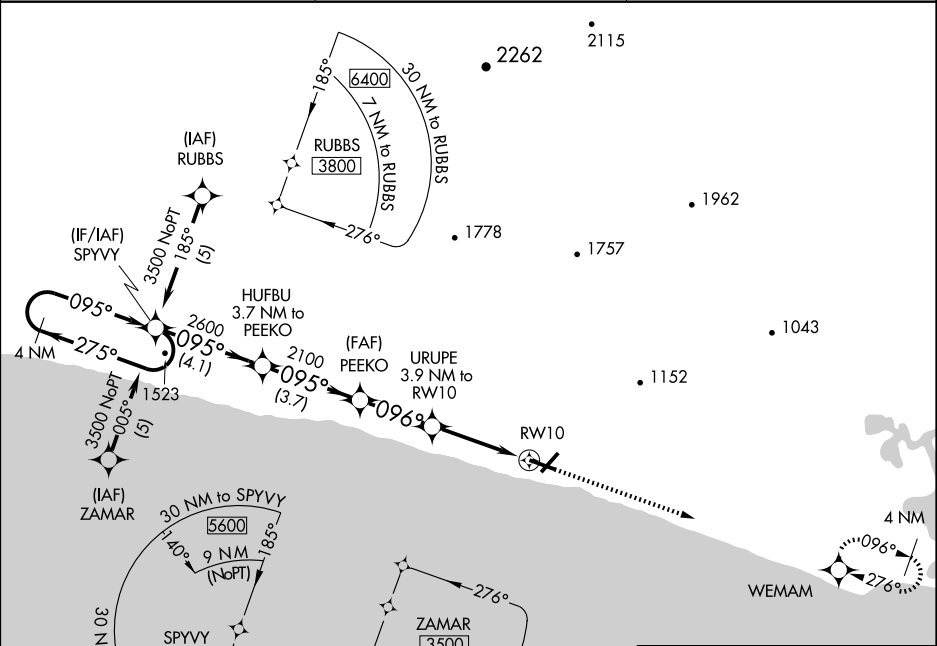


APP CRS	Rwy Idg	6001
096°	TDZE	16
	Apt Elev	37

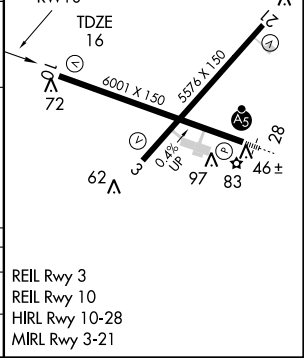
RNAV (GPS) RWY 10
NOME (OME)(PAOM)

<div><div>▼</div><div>▲</div></div> <div>DME/DME RNP-0.3 NA.</div>	MISSED APPROACH: Climb to 3000 direct WEMAM and hold, continue climb in hold to 3000.
--	---

ATIS 119.925	ANCHORAGE CENTER 133.3 290.4	NOME RADIO 123.6 (CTAF) 0 255.4
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CATEGORY	A	B	C	D
LNAV MDA	340-1	324 (400-1)		
CIRCLING	520-1 483 (500-1)	580-1½ 543 (600-1½)	800-2½ 763 (800-2½)	



▼

▲

Inoperative table does not apply to LNAV CAT D. For inoperative MALSR, increase LNAV CATs A, B, and C visibility to RVR 5000. DME/DME RNP-0.3 NA.

MALSR

65

100

150

200

250

300

350

400

450

500

550

600

650

700

750

800

850

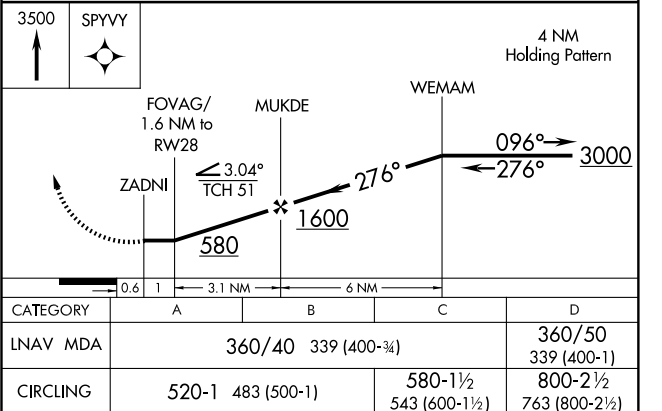
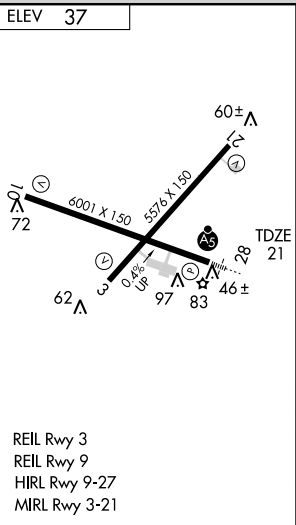
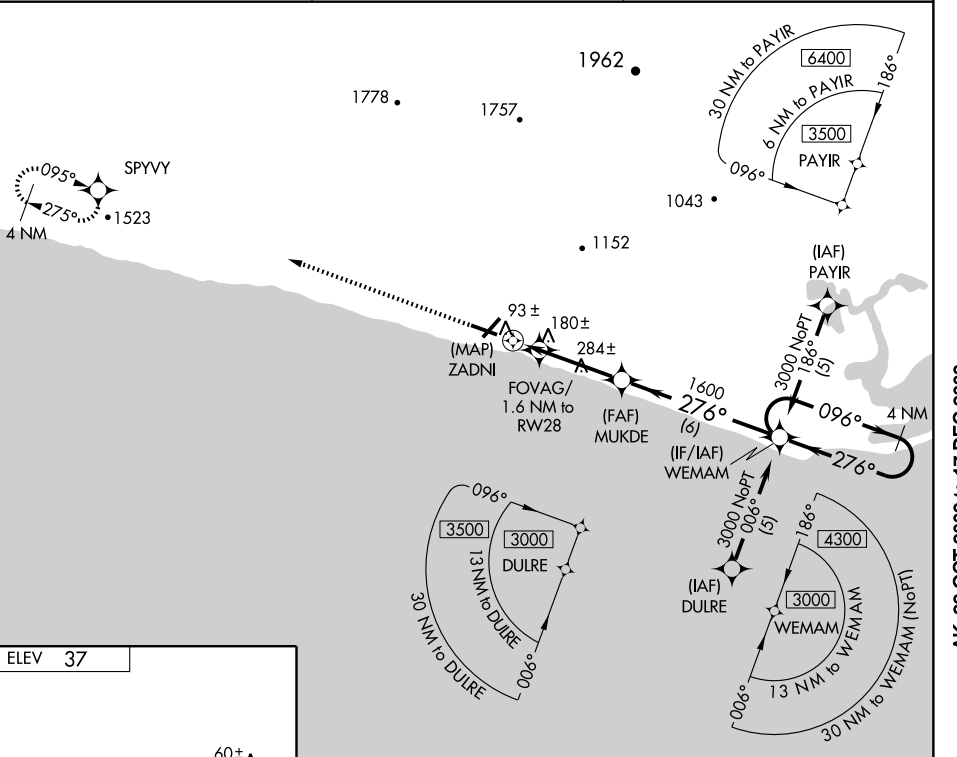
900

950

1000

MISSED APPROACH: Climb to 3500 direct SPYVY and hold.

ATIS 119.925	ANCHORAGE CENTER 133.3 290.4	NOME RADIO 123.6 (CTAF) 255.4
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VOR/DME OME 115.0 Chan 97	APP CRS 090°	Rwy Idg 6001 TDZE 16 Apt Elev 37
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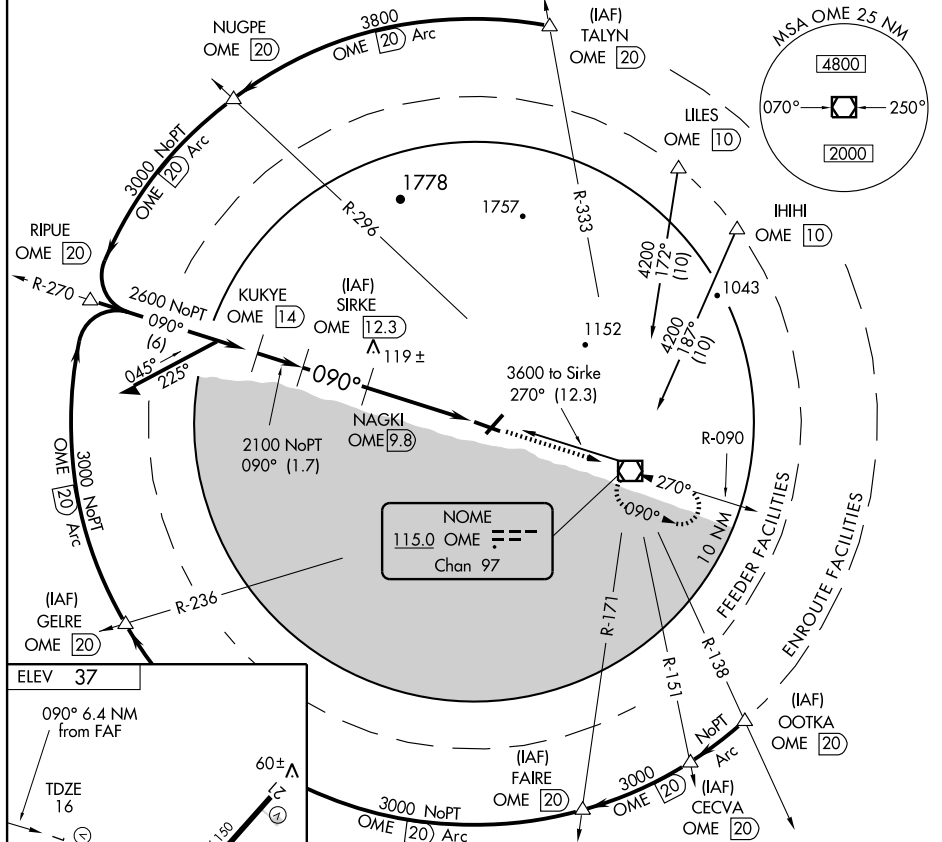
VOR/DME RWY 10
NOME(OME)(PAOM)

MISSED APPROACH: Climb to 3000 direct OME VOR/DME and hold, continue climb in hold to 3000.

ATIS
119.925

ANCHORAGE CENTER
133.3 290.4

NOME RADIO
123.6 (CTAF)  255.4



AK 22 OCT 2009 to 17 DEC 2009

REIL Rwy 3
REIL Rwy 10
HIRL Rwy 10-28
MIRL Rwy 3-21

<p>Remain within 10 NM</p> <p>SIRKE OME 12.3</p> <p>270°</p> <p>KUKYE OME 14</p> <p>3000</p> <p>2600</p> <p>090°</p> <p>2100</p> <p>NAGKI OME 9.8</p> <p>1300</p> <p>3.00° TCH 42</p> <p>OME 5.9</p> <p>3000</p> <p>OME 115.0</p> <p>1.7 NM</p> <p>2.5 NM</p> <p>3.9 NM</p>				
CATEGORY	A	B	C	D
S-10	340-1 324 (400-1)			
CIRCLING	520-1 483 (500-1)	580-1 1/2 543 (600-1 1/2)	800-2 1/2 763 (800-2 1/2)	

VOR/DME OME 115.0 Chgn 97	APP CRS 270°	Rwy Idg 6001 TDZE 21 Apt Elev 37
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VOR RWY 28
NOME(OME)(PAOM)

T For inoperative MALSR, increase S-28 Cat A/B visibility to RVR 5000. ECECE FIX Minimums: For inoperative MALSR

A increase S-28 Cat A/B visibility to RVR 5000, Cat D visibility to RVR 6000.

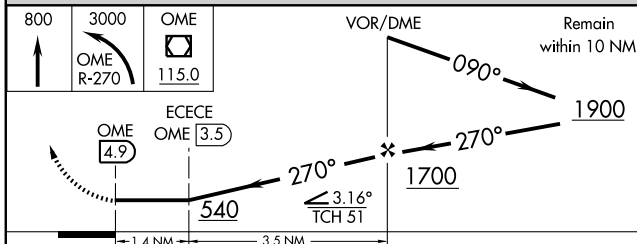
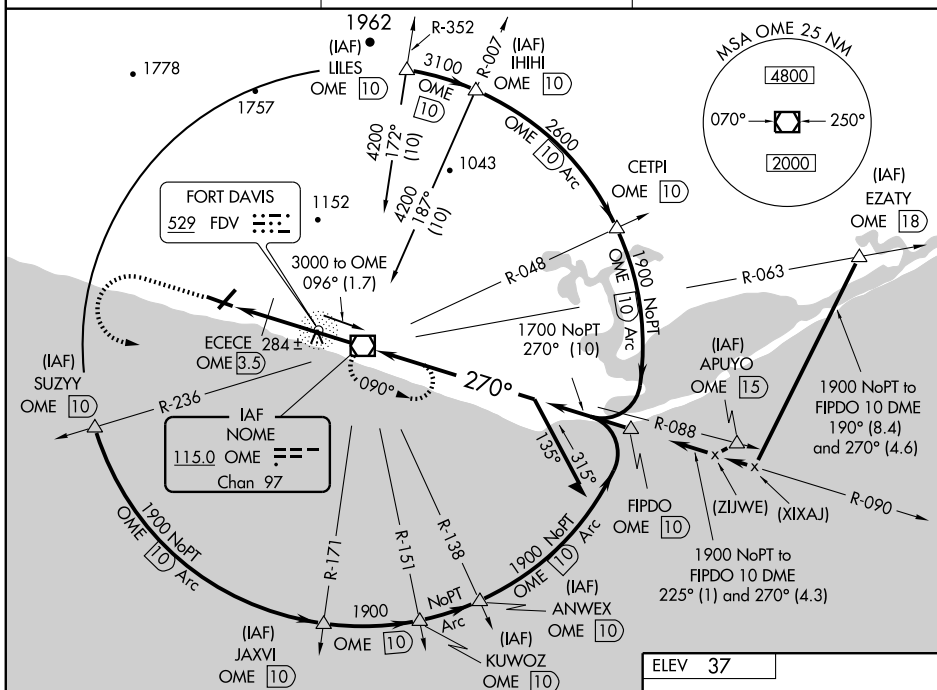
MALSR
A5

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 via OME R-270 to OME VOR/DME and hold.

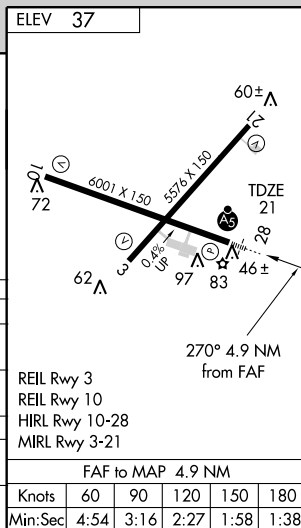
ATIS
119.925

ANCHORAGE CENTER
133.3 290.4

NOME RADIO
123.6 (CTAF) **L** 255.4



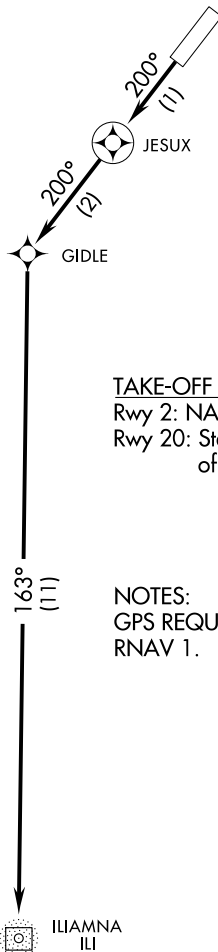
CATEGORY	A	B	C	D
S-28	540/40	519 (600-¾)	540/50 519 (600-1)	540/60 519 (600-1¼)
CIRCLING	540-1	503 (600-1)	580-1½ 543 (600-1½)	800-2½ 763 (800-2½)
ECECE FIX MINIMUMS				
S-28	440/40 419 (500-¾)			440/50 419 (500-1)
CIRCLING	520-1	483 (500-1)	580-1½ 543 (600-1½)	800-2½ 763 (800-2½)



ILIAMNA ONE DEPARTURE (RNAV) (OBSTACLE)

ANCHORAGE CENTER
118.8
ILIAMNA RADIO
123.6
CTAF
122.9

Do not exceed 160 KTS until GIDLE.

TAKE-OFF MINIMUMS:

Rwy 2: NA - Obstacles.

Rwy 20: Standard with minimum climb
of 474 feet per NM to 2100.

Take-off obstacles:

Rwy 20: Trees 1.3 NM from departure
end of runway, 1760 feet right of
centerline, up to 50' AGL/549' MSL.

NOTES:

GPS REQUIRED.
RNAV 1.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 20: Climb via 200° course to JESUX, and via depicted
route to ILI NDB/DME. Then via assigned route and altitude.

APP CRS	Rwy Idg	2800
016°	TDZE	314
	Apt Elev	314

RNAV (GPS) RWY 2
NONDALTON (5NN) (PANO)

T Circling NA northwest of Rwy 2-20. Use Ilimna altimeter setting; if not received, procedure NA. Circling to Rwy 20 NA at night.
A NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 5000 direct HUMRA and hold.

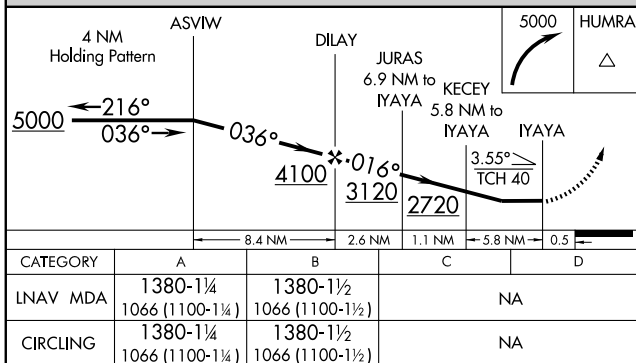
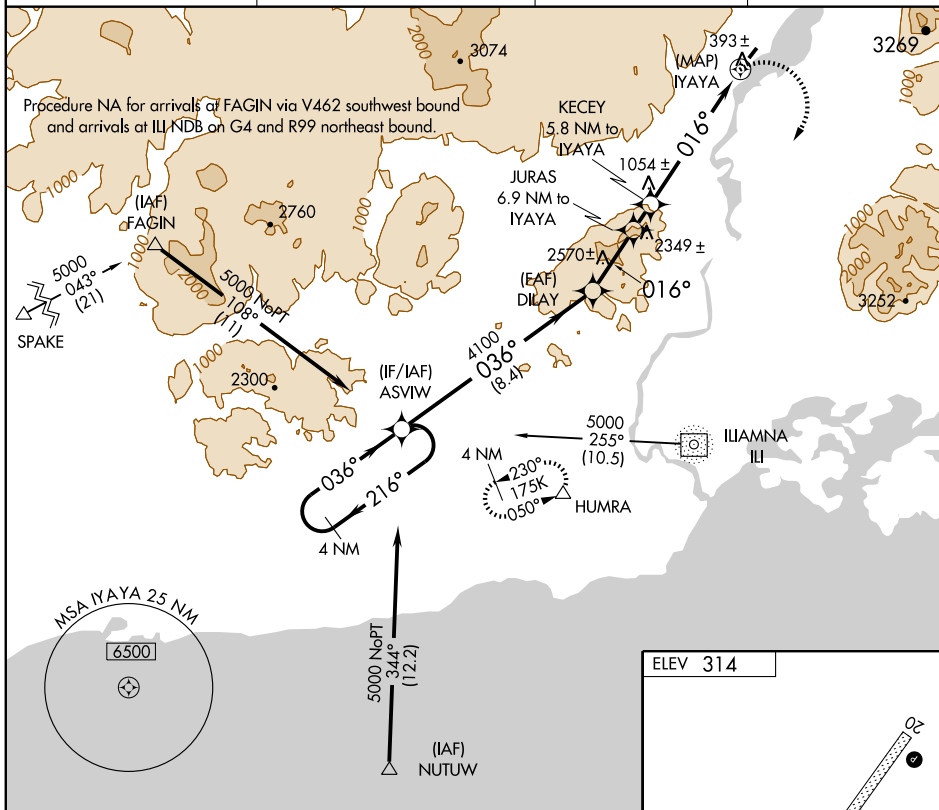
ILIAMNA ASOS
134.95

ANCHORAGE CENTER
118.8

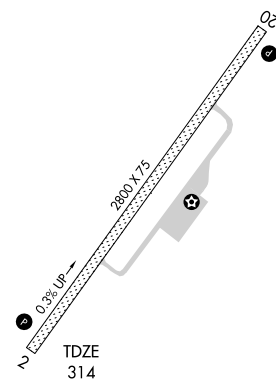
CTAF
122.9

KENAI RADIO
122.2

Procedure NA for arrivals at FAGIN via V462 southwest bound and arrivals at III NDB on G4 and R99 northeast bound.



ELEV 314





REIL Rwy 2 and 20 L

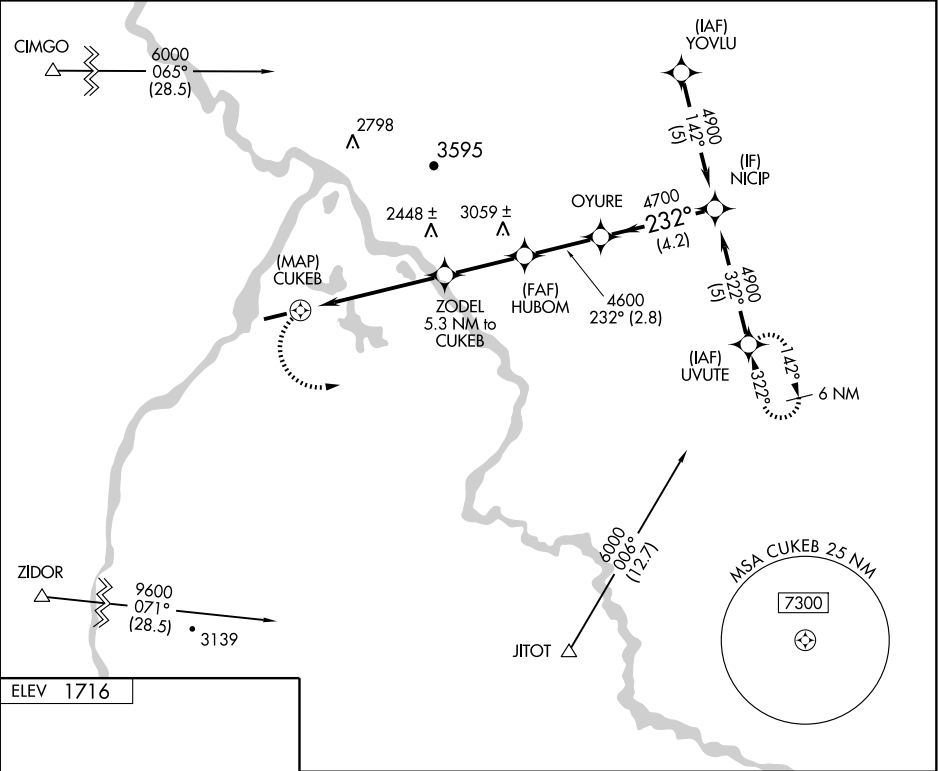
MIRL Rwy 2-20 **L**

APP CRS	Rwy Idg	5100
232°	TDZE	1713
	Apt Elev	1716


RNAV (GPS) RWY 23



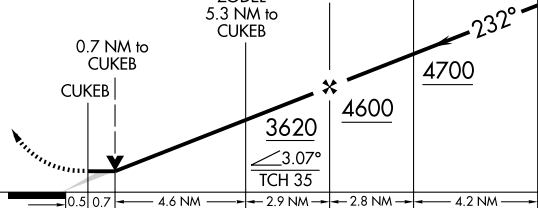
NORTHWAY (ORT)(PAOR)

<div> DME/DME RNP-0.3 NA.</div>		MISSED APPROACH: Climbing left turn to 4700 direct UVUTE and hold.	
ASOS 135.4	ANCHORAGE CENTER 126.55 323.0		NORTHWAY RADIO 123.6 (CTAF) 



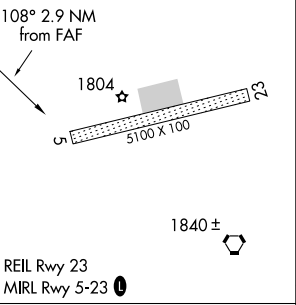
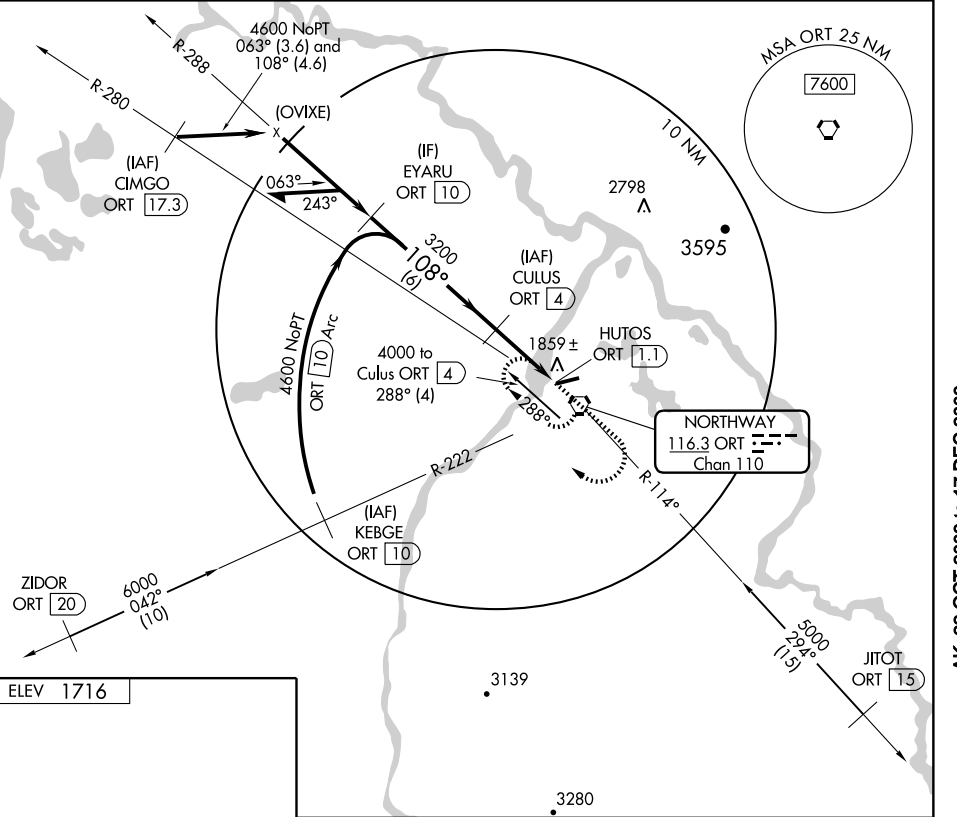
ELEV 1716

REIL Rwy 23
MIRL Rwy 5-23 

 					
		Procedure Turn NA			
CATEGORY	A	B	C	D	
LNAV MDA	2140-1	427 (500-1)	2140-1¼ 427 (500-1¼)	2140-1½ 427 (500-1½)	
CIRCLING	2220-1	504 (600-1)	2220-1½ 504 (600-1½)	2280-2 564 (600-2)	

MISSED APPROACH: Climb to 3500 then climbing right turn to 8000 direct ORT VORTAC and hold, continue climb-in-hold to 8000.

ASOS 135.4	ANCHORAGE CENTER 126.55 323.0	NORTHWAY RADIO 123.6 (CTAF) 0
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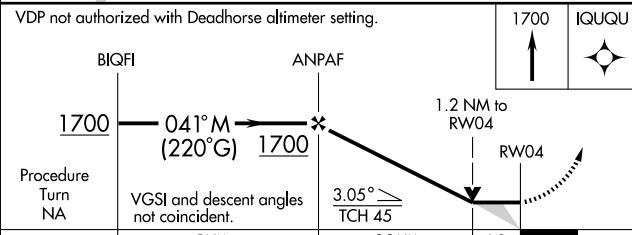
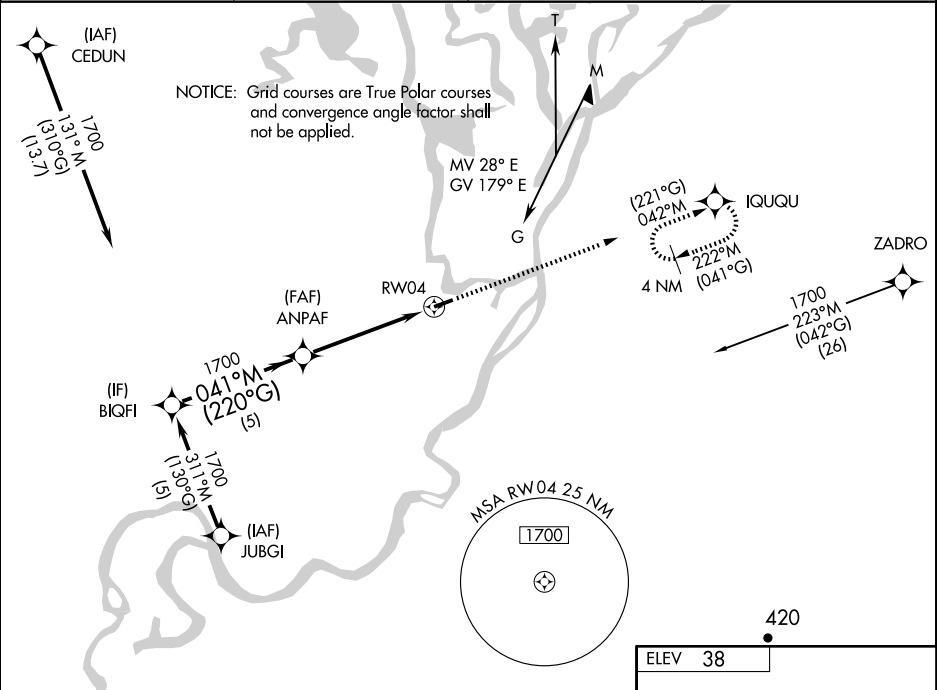
ELEV 1716	Remain within 10 NM				<div> <div>3500</div> <div>8000</div> <div>ORT 116.3</div> </div>			
<div> <div>108° 2.9 NM from FAF</div> <div>1804</div> <div>5100 X 100</div> <div>23</div> <div>1840 ±</div> </div>	<div> <div>3700</div> <div>288°</div> <div>3200</div> <div>108°</div> <div>3200</div> <div>2.9 NM</div> </div>				<div> <div>CULUS ORT 4</div> <div>HUTOS ORT 1.1</div> </div>			
REIL Rwy 23 MRL Rwy 5-23 0	CATEGORY	A	B	C	D			
Knots	60	90	120	150	180			
Min:Sec								
	CIRCLING	2220-1	504 (600-1)	2220-1½ 504 (600-1½)	2280-2 564 (600-2)			

APP CRS 041°M (220°G)	Rwy Idg 4343 TDZE 38 Apt Elev 38
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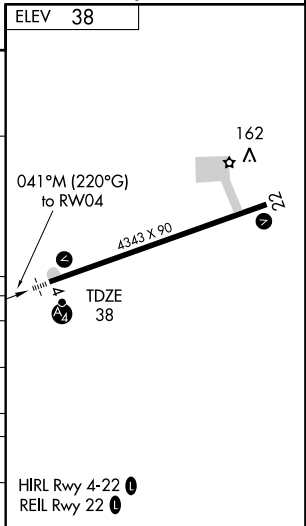
RNAV (GPS) RWY 4
NUIQSUT (AQT) (PAQT)

A When local altimeter setting not received, use Deadhorse altimeter setting. DME/DME RNP-0.3 NA. Inoperative table does not apply.	MALSF 	MISSED APPROACH: Climb to 1700 direct IQUQU and hold.
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ASOS 135.35	ANCHORAGE CENTER 119.4	DEADHORSE RADIO 122.5	CTAF 122.8
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CATEGORY	A	B	C	D
RNAV MDA	440-1	402 (500-1)	440-1¼ 402 (500-1¼)	NA
CIRCLING	520-1	482 (500-1)	520-1½ 482 (500-1½)	NA
DEADHORSE ALTIMETER SETTING MINIMUMS				
RNAV MDA	480-1	442 (500-1)	480-1¼ 442 (500-1¼)	NA
CIRCLING	640-1	602 (700-1)	640-1¾ 602 (700-1¾)	NA

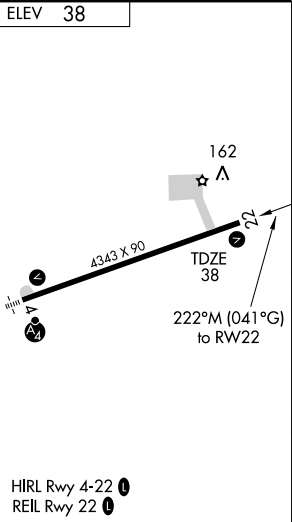
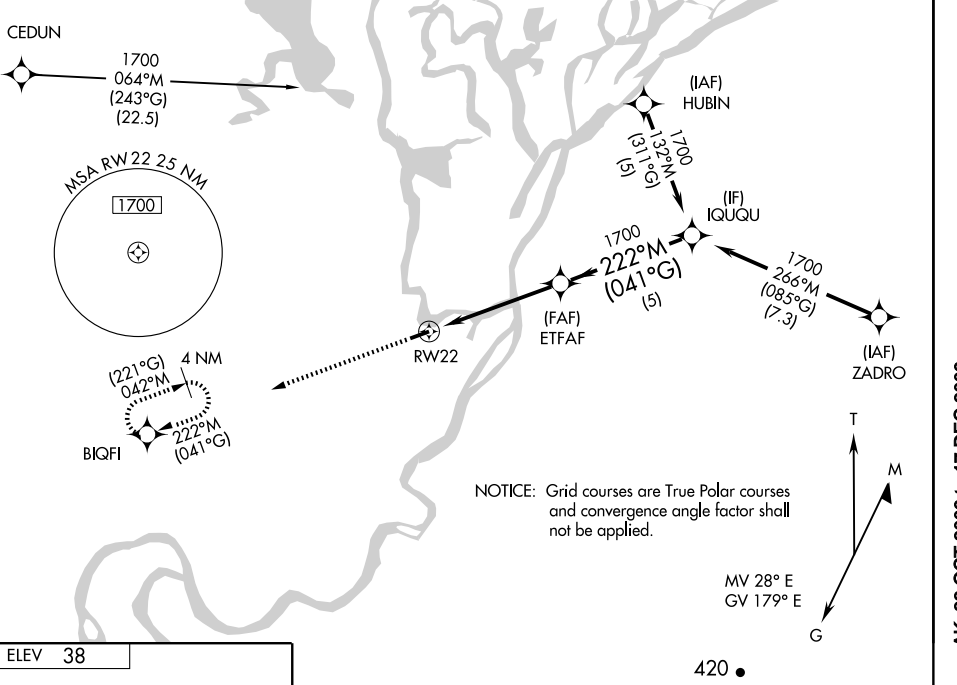


▲

When local altimeter setting not received, use Deadhorse altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1700 direct BIQFI and hold.

ASOS 135.35	ANCHORAGE CENTER 119.4	DEADHORSE RADIO 122.5	CTAF 122.8 0
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	1700	BIQFI	VDP not authorized with Deadhorse altimeter setting.			
			ETFAF		IQUQU	
			1.3 NM to RWY22	222°M (041°G)	1700	Procedure Turn NA
			≤ 3.06° TCH 45	VGSi and descent angles not coincident.		
			1.3	3.7 NM	5 NM	
CATEGORY	A	B	C	D		
LNAV MDA	480-1	442 (500-1)	480-1¼ 442 (500-1¼)	NA		
CIRCLING	520-1	482 (500-1)	520-1½ 482 (500-1½)	NA		
DEADHORSE ALTIMETER SETTING MINIMUMS						
LNAV MDA	600-1	562 (600-1)	600-1½ 562 (600-1½)	NA		
CIRCLING	640-1	602 (700-1)	640-1¾ 602 (700-1¾)	NA		

APP CRS	Rwy Idg	4000
009°	TDZE	391
	Apt Elev	399

RNAV (GPS) RWY 2

NULATO (NUL) (PANU)

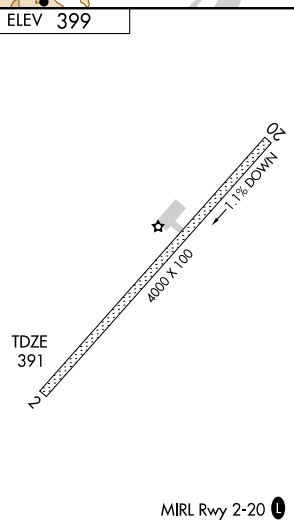
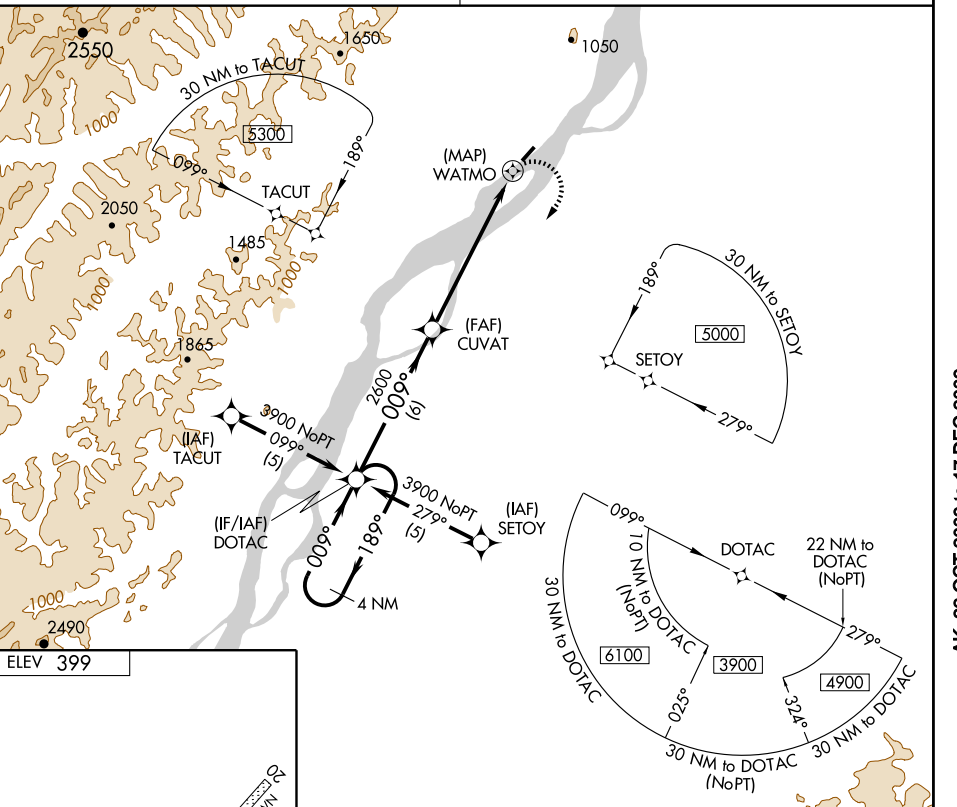
T

NA

DME/DME RNP-0.3 NA. Use Galena altimeter setting.

MISSED APPROACH: Climbing right turn to 3900 direct DOTAC and hold.

FAIRBANKS RADIO 122.2	CTAF 122.9
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<div>4 NM Holding Pattern</div> <div>DOTAC</div> <div>CUVAT</div> <div>WATMO</div> <div>3900</div> <div>DOTAC</div> <div>3900</div> <div>189°</div> <div>009°</div> <div>009°</div> <div>2600</div> <div>3.04°</div> <div>TCH 40</div> <div>6 NM</div> <div>6.3 NM</div> <div>0.5</div>				
CATEGORY	A	B	C	D
LNAV MDA	1060-1 669 (700-1)		1060-1¼ 669 (700-1¼)	NA
CIRCLING	1320-1¼ 921 (1000-1¼)	1420-1½ 1021 (1100-1½)	1420-3 1021 (1100-3)	NA

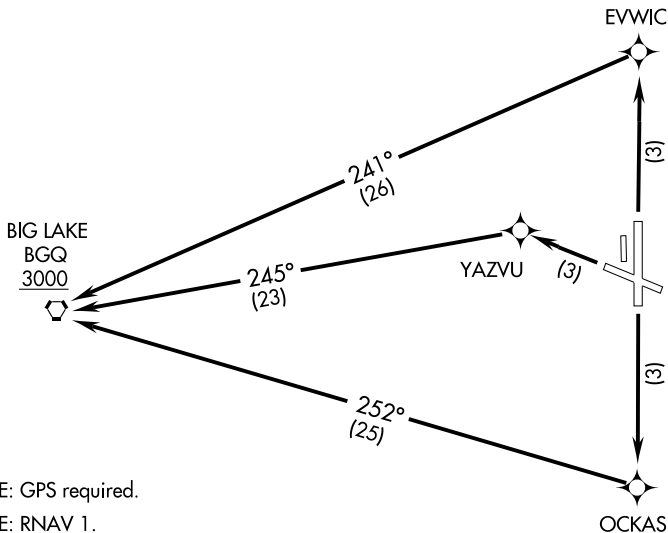
PALMER THREE DEPARTURE (RNAV) (OBSTACLE)

ANCHORAGE DEP CON

118.6 290.5

PALMER RADIO

123.6 (CTAF) 122.4



NOTE: GPS required.

NOTE: RNAV 1.

TAKE-OFF MINIMUMS

Rwy 9: NA-obstacles.

Rwy 16: Standard with minimum climb of 272 feet per NM to 1000.

Rwy 27: 500-1¼ or standard with a minimum climb of 245 feet per NM to 500.

Rwy 34: 500-1½ or standard with a minimum climb of 467 feet per NM to 800.

TAKE-OFF OBSTACLE NOTES

Rwy 16: Trees beginning 19 feet from DER, 126 feet left of centerline, up to 60' AGL/309' MSL.

Trees beginning 17 feet from DER, 163 feet right of centerline, up to 60' AGL/280' MSL.

Rwy 27: Trees beginning 44 feet from DER, 66 feet left of centerline, up to 60' AGL/409' MSL.

Trees beginning 19 feet from DER, 212 feet right of centerline, up to 60' AGL/519' MSL.

Rwy 34: Trees beginning 66 feet from DER, 435 feet left of centerline, up to 60' AGL/303' MSL.

Trees and poles beginning 5239 feet from DER, 1614 feet right of centerline, up to 60' AGL/659' MSL.

NOTE: Chart not to scale.




DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb direct OCKAS, then right turn via 252° track to BGQ VORTAC, thence. . . .TAKE-OFF RUNWAY 27: Climb direct YAZVU, then via 245° track to BGQ VORTAC, thence. . . .TAKE-OFF RUNWAY 34: Climb direct EVVIC, then left turn via 241° track to BGQ VORTAC, thence. . . .

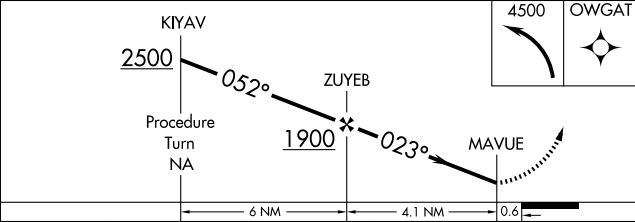
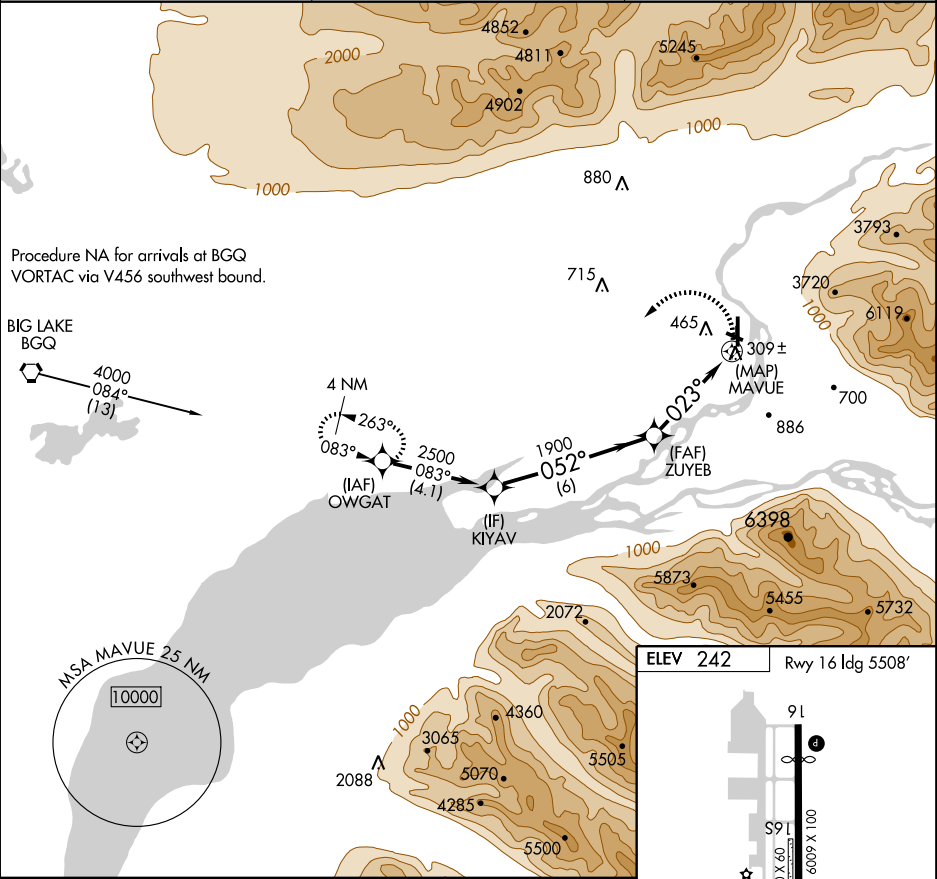
. . . maintain 3000 or assigned altitude, expect filed altitude 10 minutes after departure.

APP CRS 023°	Rwy Idg TDZE Apt Elev	N/A N/A 242
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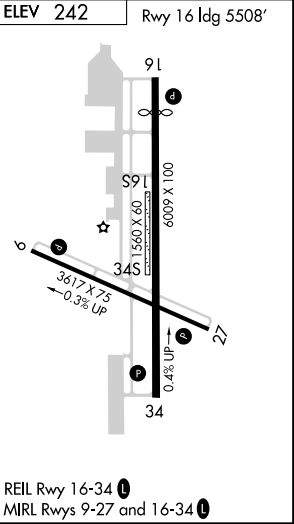
RNAV (GPS)-A
PALMER MUNI (PAQ) (PAAQ)

 Circling NA NE of Rwy 16-27. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wasilla altimeter setting and increase all MDAs 60 feet.	MISSED APPROACH: Climbing left turn to 4500 direct OWGAT and hold, continue climb in hold to 4500.
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ASOS 134.75	ANCHORAGE APP CON 118.6 290.5	PALMER RADIO 123.6 (CTAF) 122.4
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CATEGORY	A	B	C	D
CIRCLING	860-1	618 (700-1)	920-2 678 (700-2)	920-2¼ 678 (700-2¼)



REIL Rwy 16-34
MRL Rlys 9-27 and 16-34

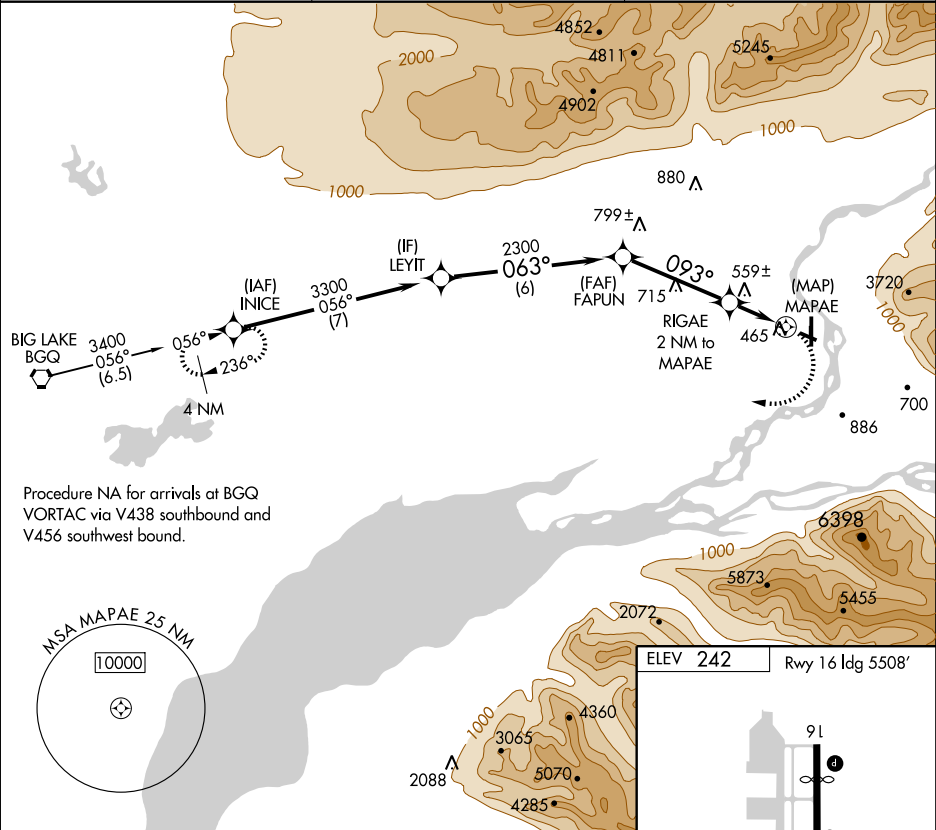
APP CRS	Rwy Idg	3617
093°	TDZE	227
	Apt Elev	242

RNAV (GPS) RWY 9
PALMER MUNI (PAQ) (PAAQ)

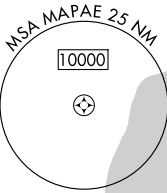
⚠ Circling NA NE of Rwy 16-27. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wasilla altimeter setting and increase all MDAs 60 feet and all visibilities ¼ mile.

⚠ MISSED APPROACH: Climbing right turn to 3400 direct INICE and hold.

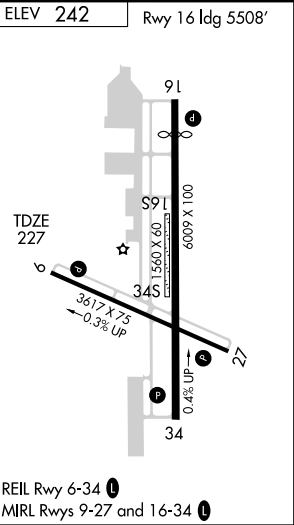
ASOS 134.75	ANCHORAGE APP CON 118.6 290.5	PALMER RADIO 123.6 (CTAF) 122.4
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Procedure NA for arrivals at BGG VORTAC via V438 southbound and V456 southwest bound.



	LEYIT			
	3300	063°	FAPUN	2300
			093°	MAPAE
			3.06°	1060
			TCH 30	
	6 NM		3.8 NM	2 NM
				0.5
CATEGORY	A	B	C	D
LNAV MDA	820-1 593 (600-1)	820-1½ 593 (600-1½)	820-1¾ 593 (600-1¾)	820-2 593 (600-2)
CIRCLING	860-1 618 (700-1)	920-2 678 (700-2)	920-2¼ 678 (700-2¼)	920-3 678 (700-3)



CILAC TWO DEPARTURE (RNAV) (OBSTACLE)

ANCHORAGE CENTER
125.35 346.3
CTAF 122.9

NOTE: GPS Required
NOTE: RNAV 1

TAKE-OFF MINIMUMS:

Rwy 2, NA - obstacles.

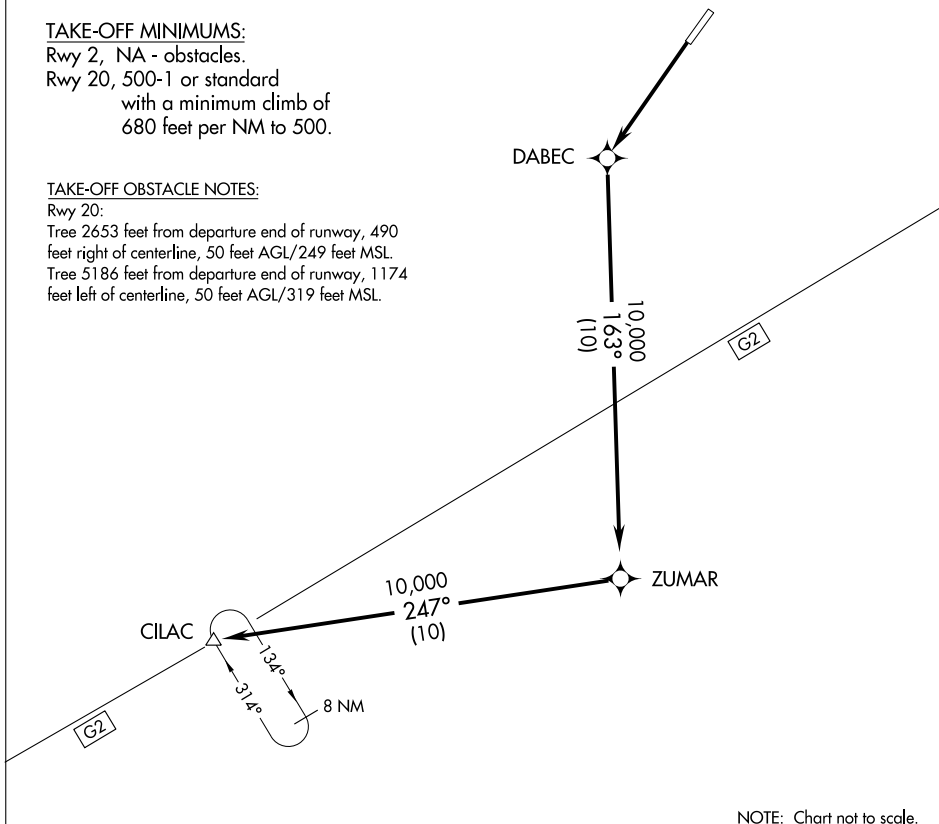
Rwy 20, 500-1 or standard
with a minimum climb of
680 feet per NM to 500.

TAKE-OFF OBSTACLE NOTES:

Rwy 20:

Tree 2653 feet from departure end of runway, 490
feet right of centerline, 50 feet AGL/249 feet MSL.

Tree 5186 feet from departure end of runway, 1174
feet left of centerline, 50 feet AGL/319 feet MSL.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 20: Climb to 10,000 direct DABEC and via 163° track to ZUMAR, then via 247° track to CILAC. Climb in hold (if required) to 10,000 or higher before proceeding via assigned route.

APP CRS	Rwy Idg	3300
028°	TDZE	30
	Apt Elev	30

RNAV (GPS) RWY 2

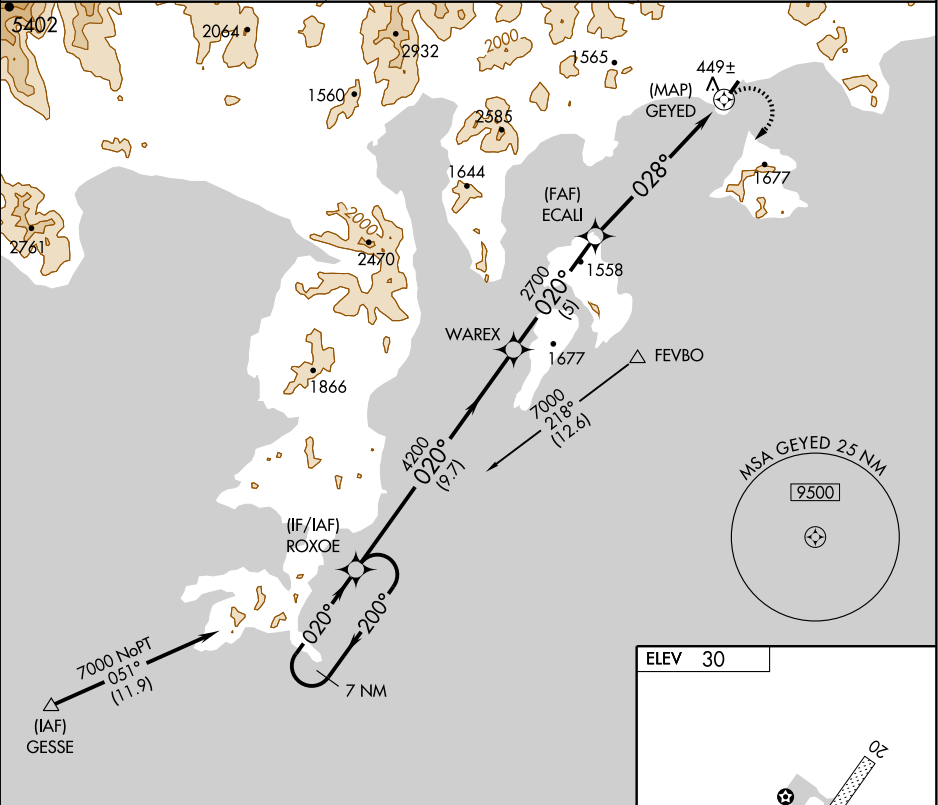
PERRYVILLE (PEV) (PAPE)

▼ DME/DME RNP-0.3 NA. Procedure NA at night. If local altimeter setting not received, except for operators with approved weather reporting service, use Chignik altimeter setting and increase all MDA's 100 feet.

▲

MISSED APPROACH: Climbing right turn to 7000 direct ROXOE and hold, continue climb-in-hold to 7000.

CHIGNIK AWOS-3 135.75	ANCHORAGE CENTER 125.35 346.3	CTAF 122.90
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7 NM Holding Pattern

ROXOE

WAREX

ECALI

GEYED

7000

3.8 NM to RW02

3.54° TCH 45

020°

028°

4200

2700

9.7 NM

5 NM

2.9 NM

0.3

CATEGORY	A	B	C	D
RNAV MDA	1600-1¼ 1570 (1600-1¼)	1600-1½ 1570 (1600-1½)	NA	
CIRCLING	1600-1¼ 1570 (1600-1¼)	1600-1½ 1570 (1600-1½)	NA	

ELEV 30

MIRL Rwy 2-20

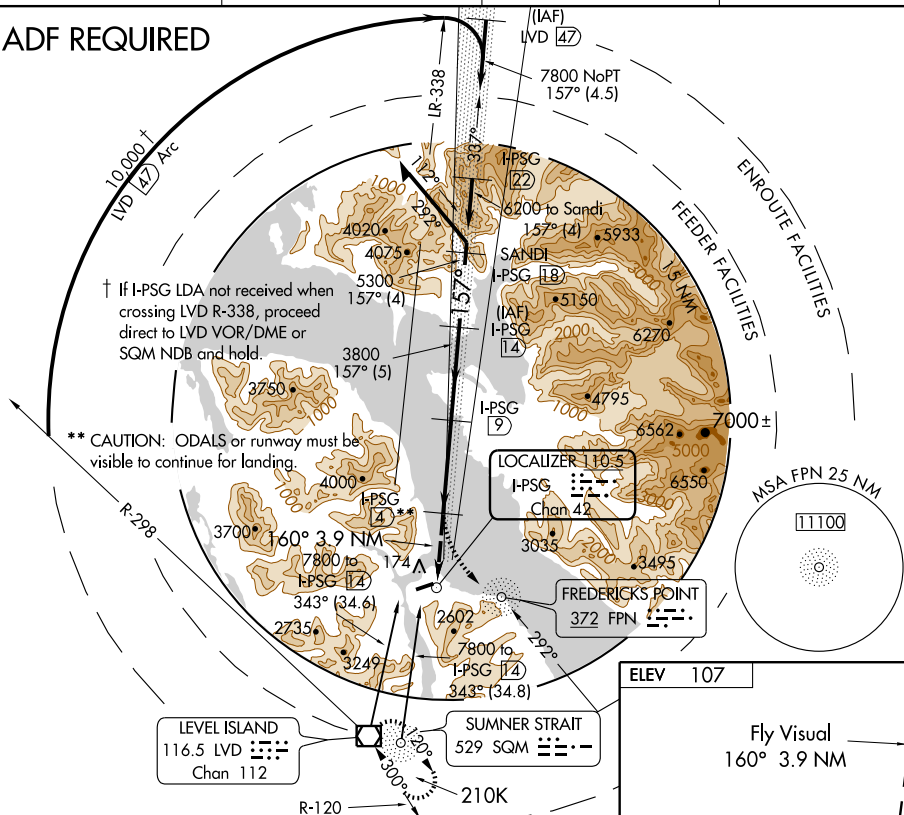
REIL Rwy 2

PETERSBURG JAMES A JOHNSON (PSG) (PAPG)

MISSED APPROACH: Immediate climbing left turn direct FPN NDB, climb on 112° bearing from FPN NDB to 4500, then climb to 7000 direct to LVD VOR/DME or SQM NDB and hold.

CTAF
122.5 L

ADF REQUIRED





Remain

620

0

NA

NA

REIL Rwy 4 and 22  

0

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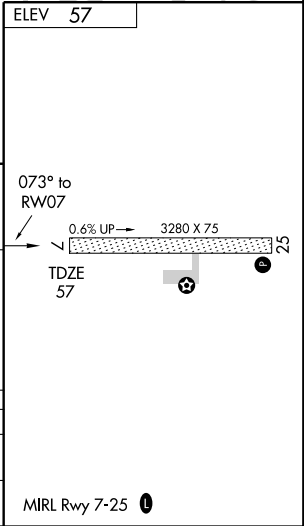
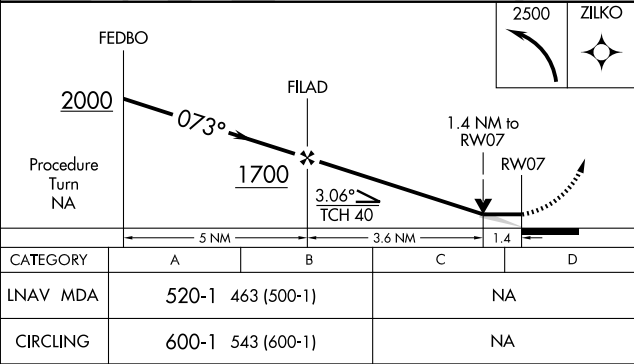
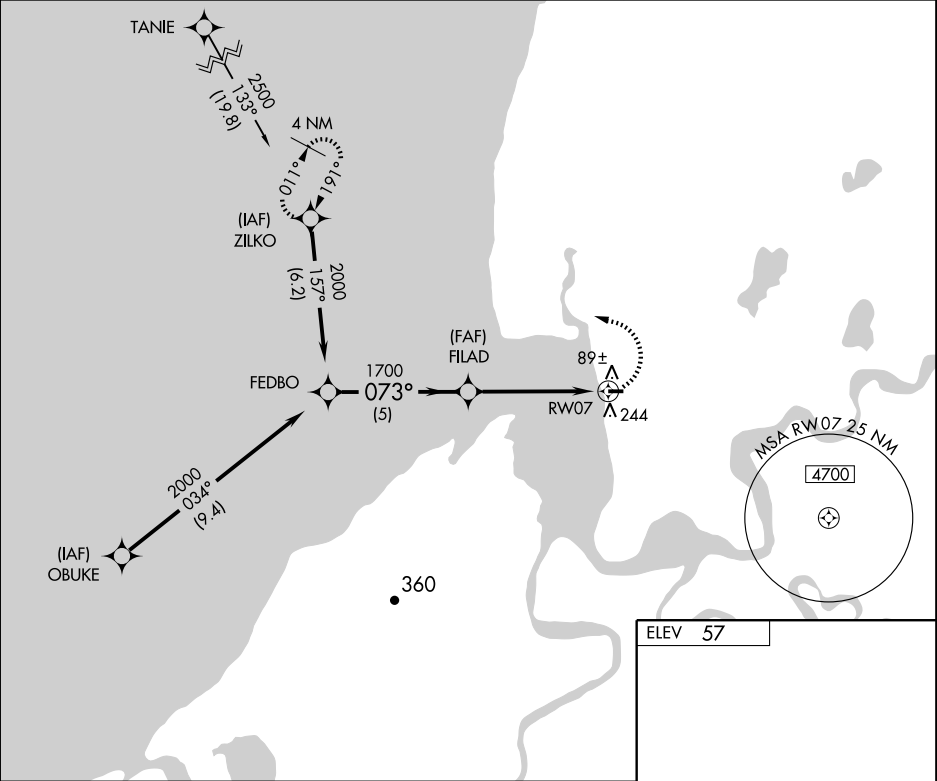
APP CRS	Rwy Idg	3280
073°	TDZE	57
	Apt Elev	57

RNAV (GPS) RWY 7
PILOT POINT (PNP)(PAPN)

▼ If local altimeter setting not received, use King Salmon altimeter setting and increase all MDAs 180 feet. DME/DME RNP-0.3 NA.
▲ VDP NA with King Salmon altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 direct ZILKO and hold.

AWOS-3 118.375	ANCHORAGE CENTER 132.9 288.3	CTAF 122.9 0
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APP CRS	Rwy Idg	3280
253°	TDZE	57
	Apt Elev	57

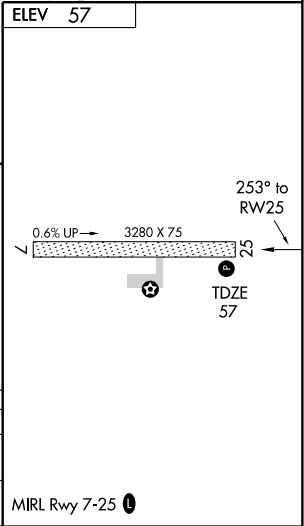
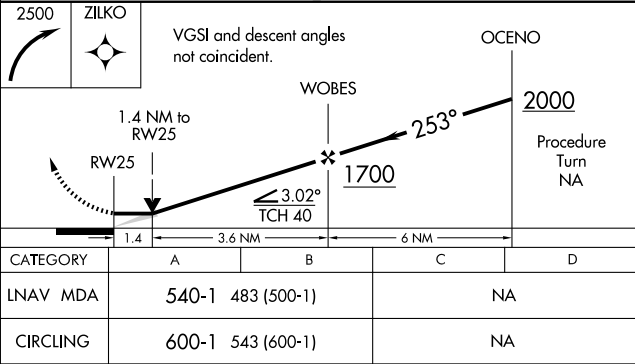
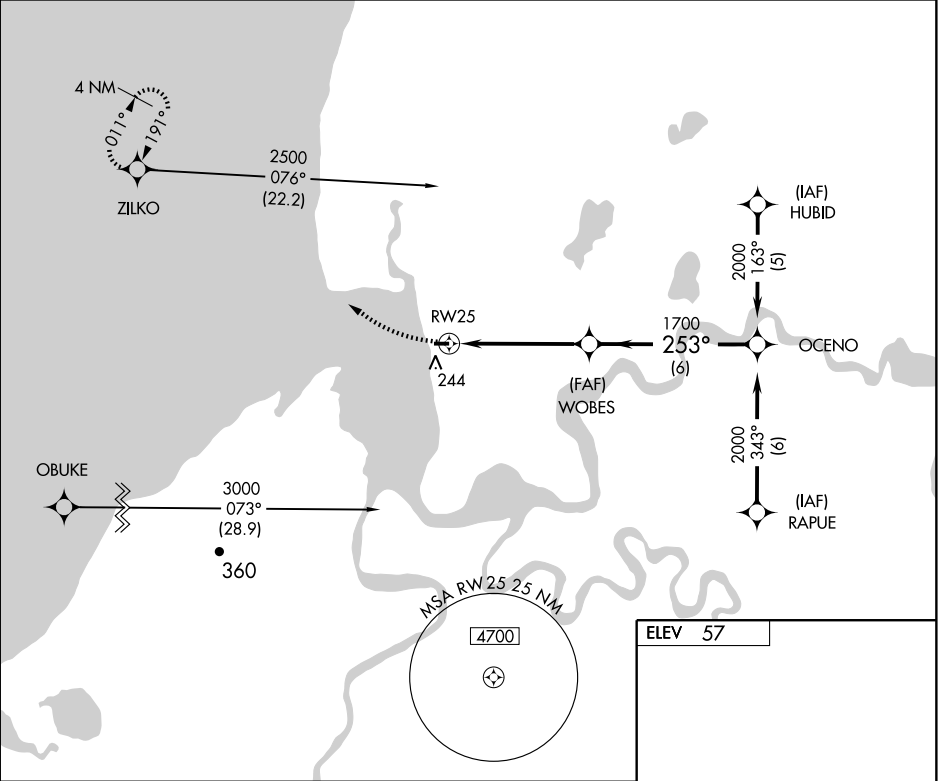
RNAV (GPS) RWY 25

PILOT POINT (PNP)(PAPN)

▼ If local altimeter setting not received, use King Salmon altimeter setting and increase all MDAs 180 feet. DME/DME RNP-0.3 NA.
▲ VDP NA with King Salmon altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 direct ZILKO and hold.

AWOS-3 118.375	ANCHORAGE CENTER 132.9 288.3	CTAF 122.9 0
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ZILKO ONE DEPARTURE (RNAV) (OBSTACLE)

PILOT POINT, ALASKA

ANCHORAGE CENTER
132.9 288.3

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7: Climb to 3000 direct WOBES WP then left turn direct ZILKO WP, Thence. . . .

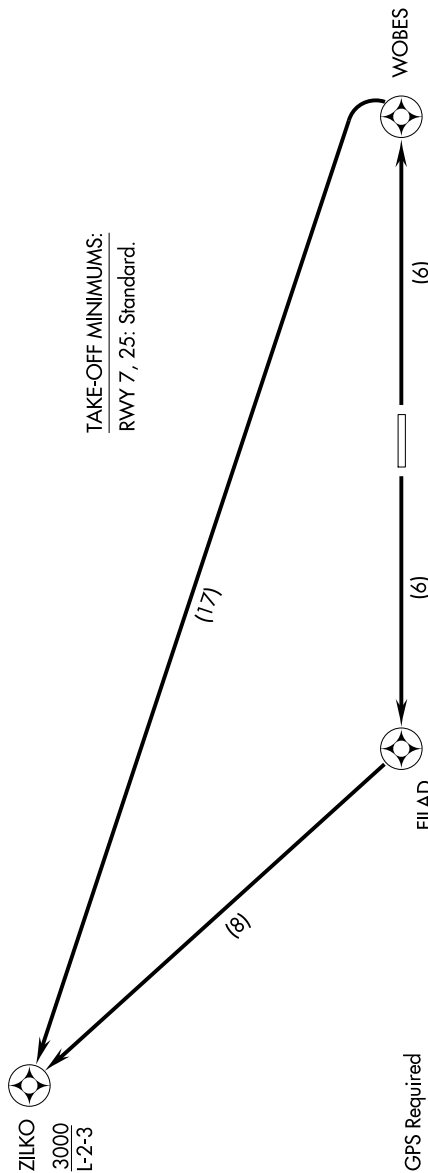
TAKE-OFF RUNWAY 25: Climb to 3000 direct FILAD WP then right turn direct ZILKO WP, Thence. . . .

. . . . via assigned route or further clearance.



ZILKO
3000
L-2-3

TAKE-OFF MINIMUMS:
RWY 7, 25: Standard.



NOTE: 1. GPS Required
2. RNAV 1.

NOTE: For use by Cat A and B aircraft only.

NOTE: RWY 7: Do not exceed 200 KIAS until ZILKO WP.

NOTE: Chart not to scale.

RNAV (GPS) RWY 13

PLATINUM (PTU)(PAPM)

APP CRS	Rwy Idg	3304
139°	TDZE	12
	Apt Elev	15

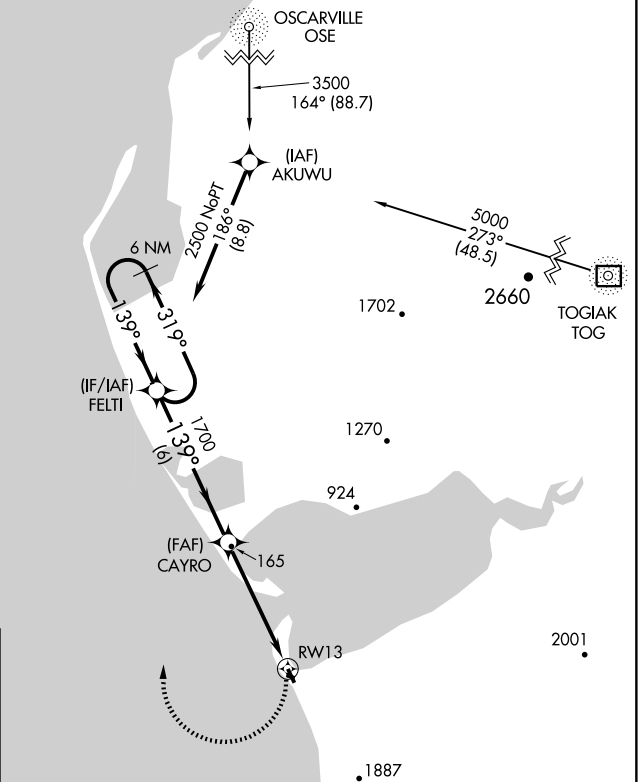
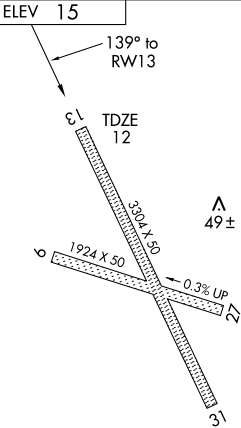
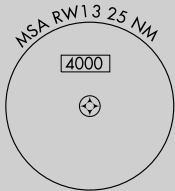
If local altimeter setting not received use Togiak altimeter setting and increase all MDAs 120 feet.
Procedure NA at night. DME/DME RNP- 0.3 NA.
VDP NA with Togiak altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 direct FELTI WP and hold.

AWOS-3
118.375

ANCHORAGE CENTER
124.2 251.1

UNICOM
122.8 (CTAF)



6 NM Holding Pattern		FELTI	2500	FELTI
2500		319°	139°	
		1700	139°	
		3.11°	1.4 NM to RW13	
		TCH 40	RW13	
		6 NM	3.6 NM	1.4
CATEGORY	A	B	C	D
LNAV MDA	480-1	468 (500-1)	480-1¼ 468 (500-1¼)	NA
CIRCLING	480-1	465 (500-1)	480-1½ 465 (500-1½)	NA

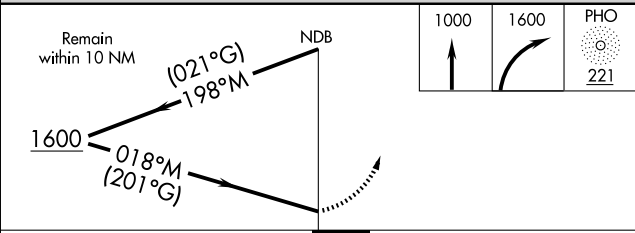
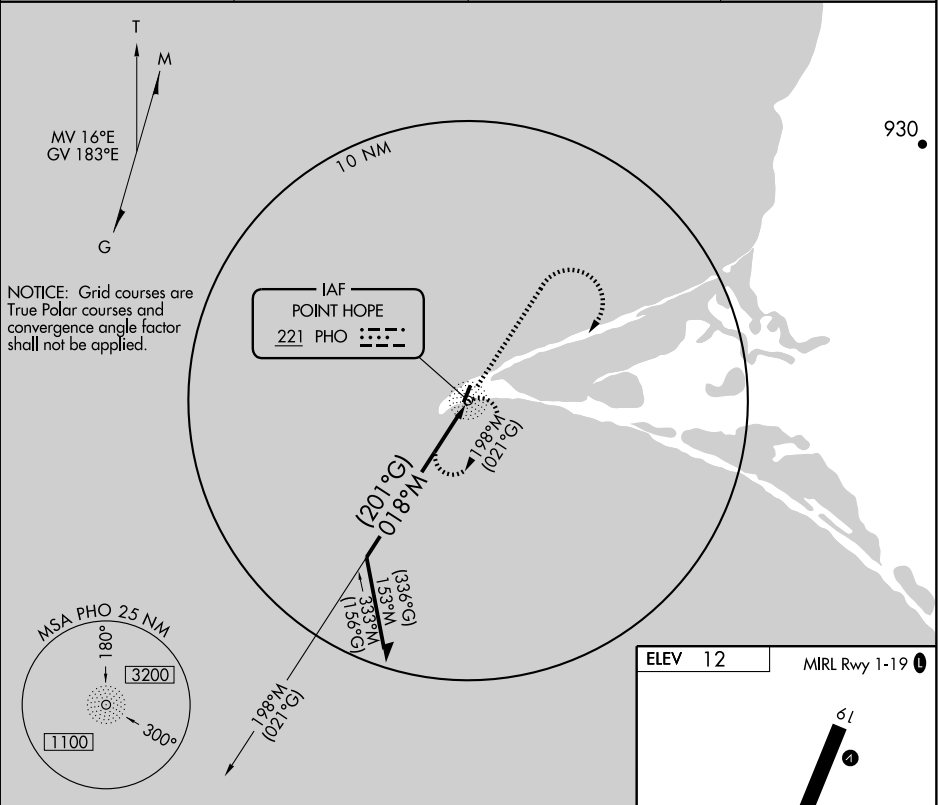
NDB RWY 1

POINT HOPE (PHO) (PAPO)

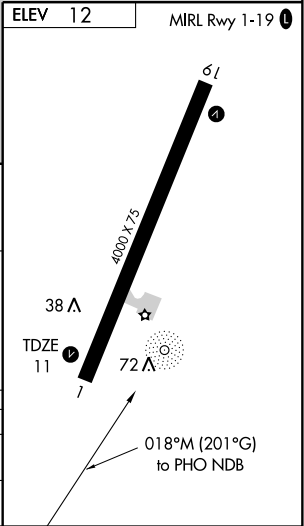
NDB PHO	APP CRS	Rwy Idg	4000
<u>221</u>	018° M	TDZE	11
	(201° G)	Apt Elev	12

NA	MISSED APPROACH: Climb to 1000, then climbing right turn to 1600 direct PHO NDB and hold.
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AWOS-3 118.325	ANCHORAGE CENTER 119.65 363.25	KOZTEBUE RADIO 122.25	CTAF 122.8
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CATEGORY	A	B	C	D
S-1	440-1 429 (500-1)	480-1 468 (500-1)	440-1¼ 429 (500-1¼)	440-1½ 429 (500-1½)
CIRCLING	440-1 428 (500-1)	480-1 468 (500-1)	480-1½ 468 (500-1½)	580-2 568 (600-2)

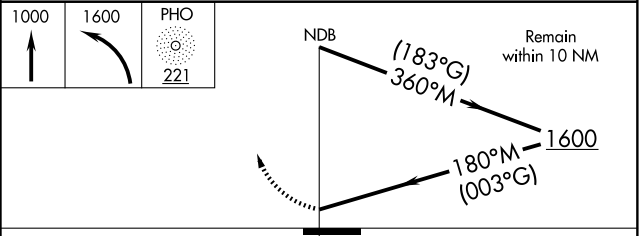
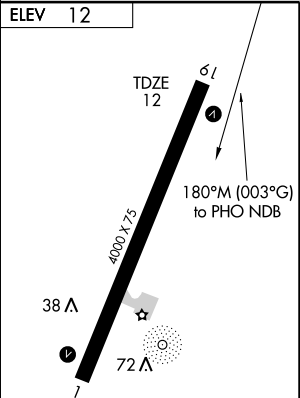
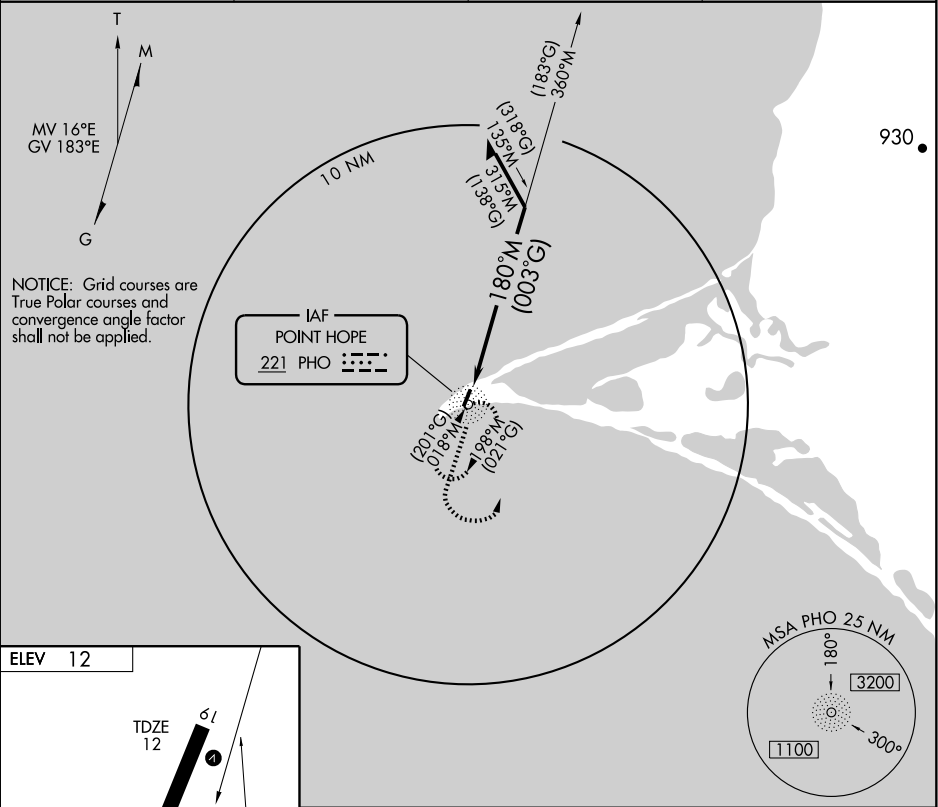



NDB PHO	APP CRS	Rwy Idg	4000
<u>221</u>	180° M	TDZE	12
	(003° G)	Apt Elev	12

NDB RWY 19
POINT HOPE (PHO) (PAPO)

NA	MISSED APPROACH: Climb to 1000, then climbing left turn to 1600 direct PHO NDB and hold.
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AWOS-3 118.325	ANCHORAGE CENTER 119.65 363.25	KOTZEBUE RADIO 122.25	CTAF 122.8
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MIRL Rwy 1-19 	CATEGORY	A	B	C	D
	S-19	440-1 428 (500-1)	440-1¼ 428 (500-1¼)	440-1½ 428 (500-1½)	
	CIRCLING	440-1 428 (500-1)	480-1 468 (500-1)	480-1½ 468 (500-1½)	580-2 568 (600-2)

APP CRS	Rwy Idg	4000
006°M	TDZE	11
(189°G)	Apt Elev	12

RNAV (GPS) RWY 1
POINT HOPE (PHO) (PAPO)

A NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 800, then climbing right turn to 2800 direct COPOX WP and hold.

AWOS-3
118.325

ANCHORAGE CENTER
119.65 363.25

KOTZEBUE RADIO
122.25

CTAF
122.8 **L**

NOTICE: Grid courses are True Polar courses and convergence angle factor shall not be applied.

4100 to FENOM
183°M
(006°G) —
(45.5)

LUR • 1303
CAPE LISBURN


MSA RW01 25 NM

3200

ELEV 12

ZORNA $\xrightarrow[277^{\circ}\text{M}]{300}$ (100°C) (6) \rightarrow (IAF) FENOM

2800
270°M
(093°G)
(18.5)



SUGRE

Diagram illustrating the VGSi and descent angles for the ZORNA procedure. The diagram shows a turn from ZORNA to EKERE with a turn angle of 189° and a magnetic heading of 006°M. The distance between ZORNA and EKERE is 2300. The distance from EKERE to the VGSi point is 1600. The VGSi point is located 0.1 NM from the RW01. The VGSi and descent angles are not coincident. The diagram also shows the VGSi and descent angles for the TCH 45. The diagram includes a scale bar with segments of 5.0 NM, 4.8 NM, and 0.1 NM. The diagram also includes a table with categories A, B, C, and D, and a table with circling altitudes for ZORNA, EKERE, and RW01.

CATEGORY	A	B	C	D
LNAV MDA	340-1 329 (400-1)			
CIRCLING	380-1 368 (400-1)	480-1 468 (500-1)	480-1½ 468 (500-1½)	580-2 568 (600-2)

APP CRS	Rwy Idg	4000
186°M	TDZE	12
(009°G)	Apt Elev	12

RNAV (GPS) RWY 19

POINT HOPE (PH0) (PAPO)

POINT HOPE (PHO) (PAPO)

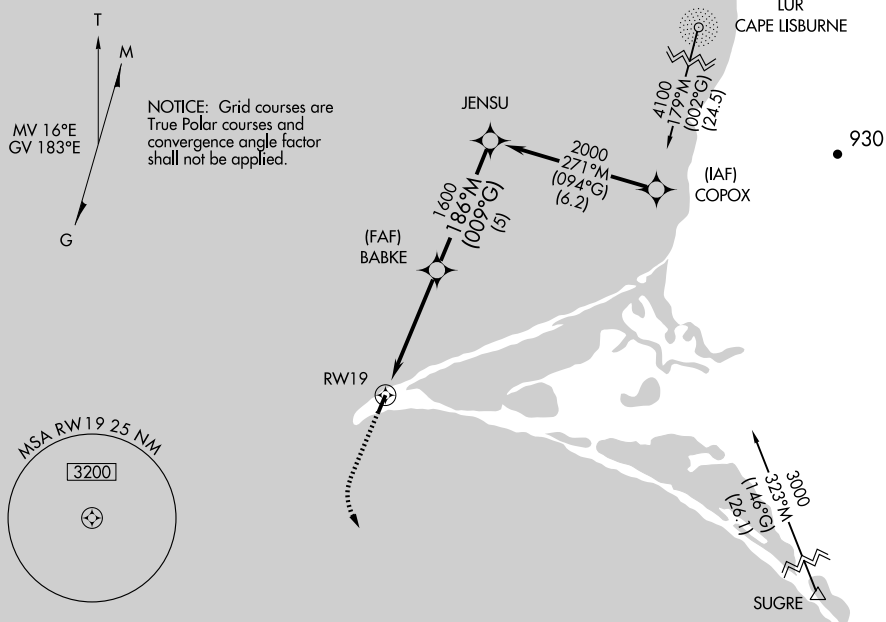
A NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 700, then climbing left turn to 2800 direct FENOM WP and hold.

AWOS-3
118.325

ANCHORAGE CENTER
119.65 363.25

KOTZEBUE RADIO
122.25

CTAF
122.8 **L**

AK. 22 OCT 2009 to 17 DEC 2009

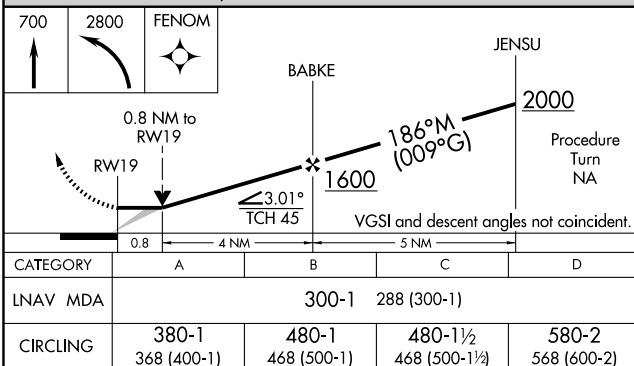
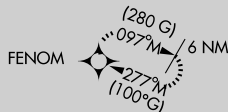
ELEV 12

186°M—
(009°G)
to RW19

TDZE 12 

38 A

72 A

MIRL Rwy 1-19 **L**

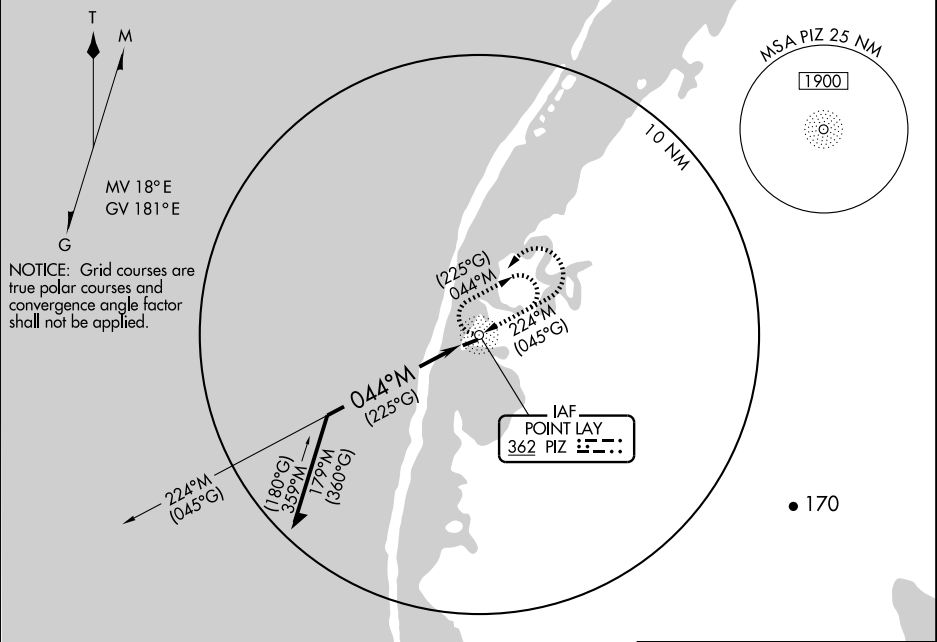
NDB RWY 5

POINT LAY LRRS (PIZ) (PPIZ)

NDB PIZ	APP CRS	Rwy Idg	4500
<u>362</u>	044° M	TDZE	25
	(225° G)	Apt Elev	25

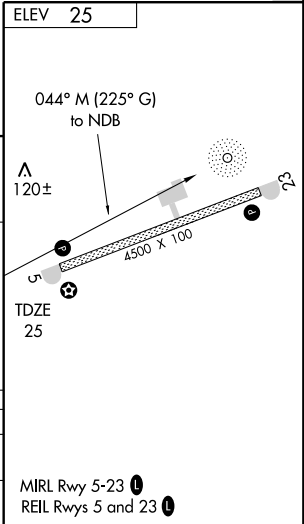
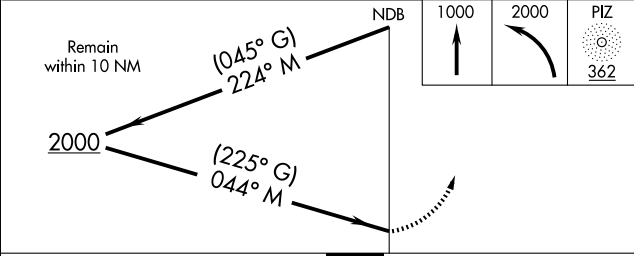
MISSED APPROACH: Climb to 1000, then climbing left turn to 2000 direct PIZ NDB and hold.

ASOS 135.65	ANCHORAGE CENTER 119.65 363.25	CTAF 122.8 0
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NOTICE: Grid courses are true polar courses and convergence angle factor shall not be applied.

Aircraft arriving northbound on G18 shall descend in holding to 7000 prior to starting procedure turn.



CATEGORY	A	B	C	D
S-5	520-1	495 (500-1)	520-1 ¼ 495 (500-1 ¼)	NA
CIRCLING	520-1	495 (500-1)	520-1 ½ 495 (500-1 ½)	NA

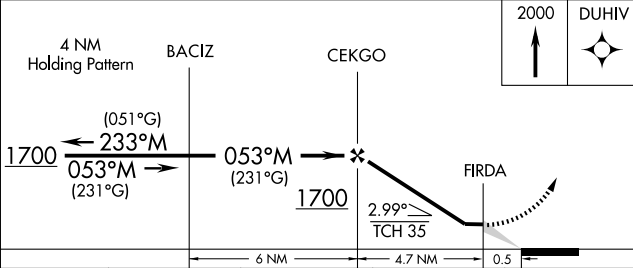
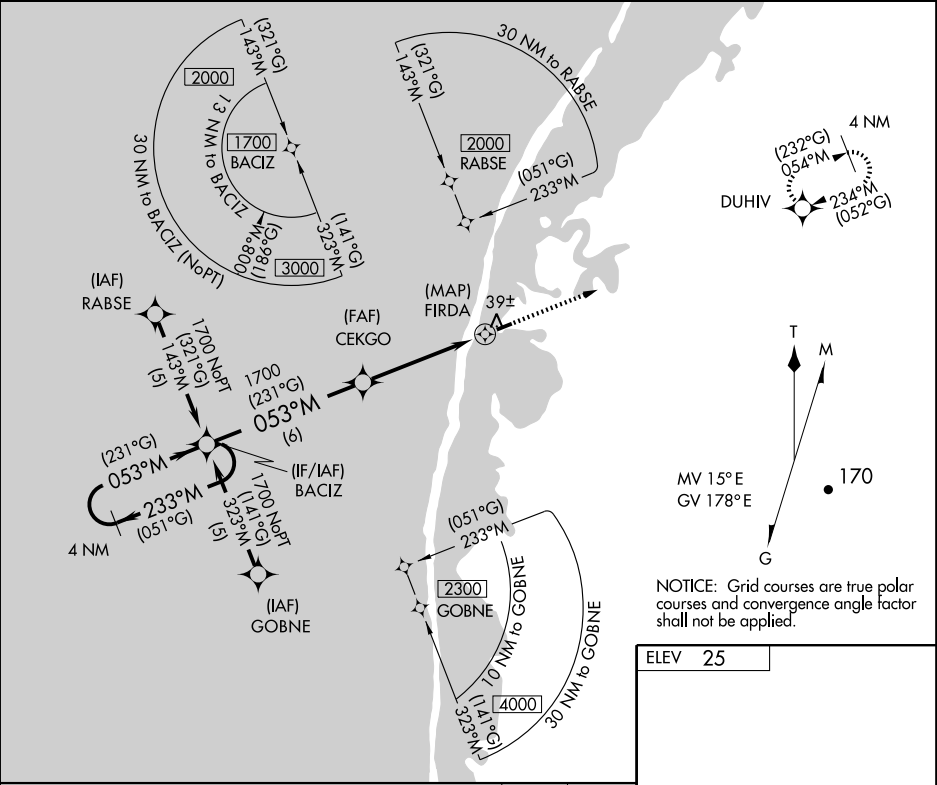
APP CRS	Rwy Idg	4500
053° M	TDZE	22
(231° G)	Apt Elev	25

RNAV (GPS) RWY 5

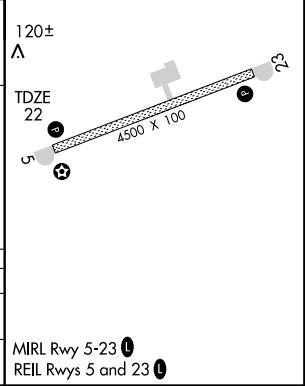
POINT LAY LRRS (PIZ)(PPIZ)

DME/DME RNP - 0.3 NA. When local altimeter setting not received, procedure NA.	MISSED APPROACH: Climb to 2000 direct DUHIV and hold.
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ASOS 135.65	ANCHORAGE CENTER 119.65 363.25	CTAF 122.8 0
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CATEGORY	A	B	C	D
LNAV MDA	340-1	318 (400-1)		NA
CIRCLING	400-1 375 (400-1)	480-1 455 (500-1)	480-1½ 455 (500-1½)	NA



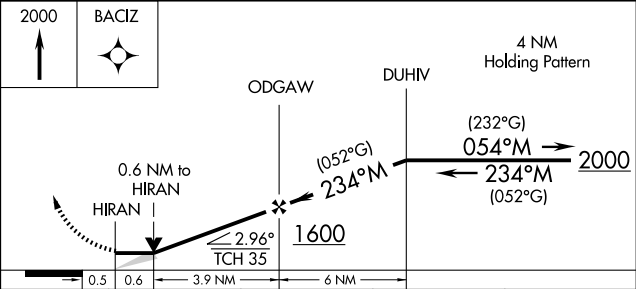
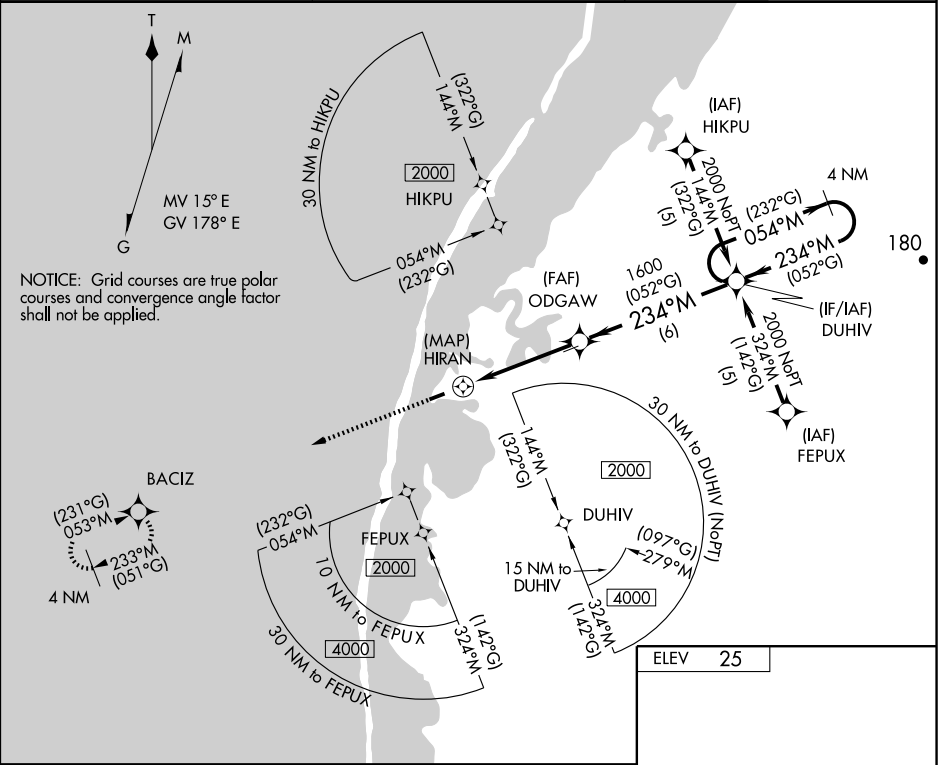
APP CRS	Rwy Idg	4500
234° M	TDZE	18
(052° G)	Apt Elev	25

RNAV (GPS) RWY 23

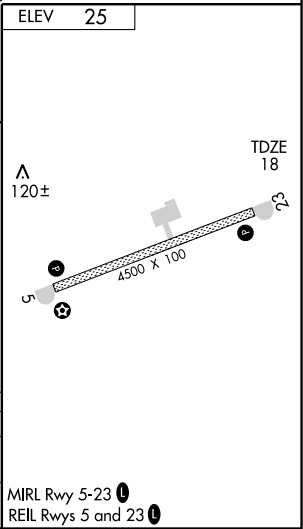
POINT LAY LRSS (PIZ)(PPIZ)

DME/DME RNP-0.3 NA. When local altimeter setting not received, procedure NA.	MISSED APPROACH: Climb to 2000 direct BACIZ and hold.
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ASOS 135.65	ANCHORAGE CENTER 119.65 363.25	CTAF 122.8 0
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CATEGORY	A	B	C	D
LNAV MDA	400-1	382 (400-1)		NA
CIRCLING	400-1 375 (400-1)	480-1 455 (500-1)	480-1 1/2 455 (500-1 1/2)	NA



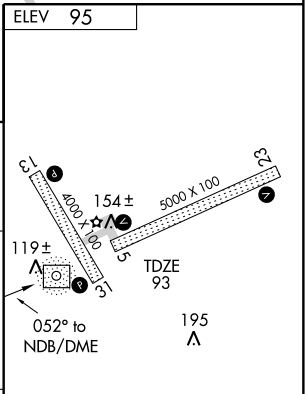
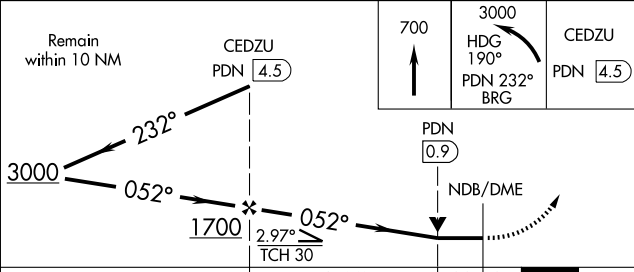
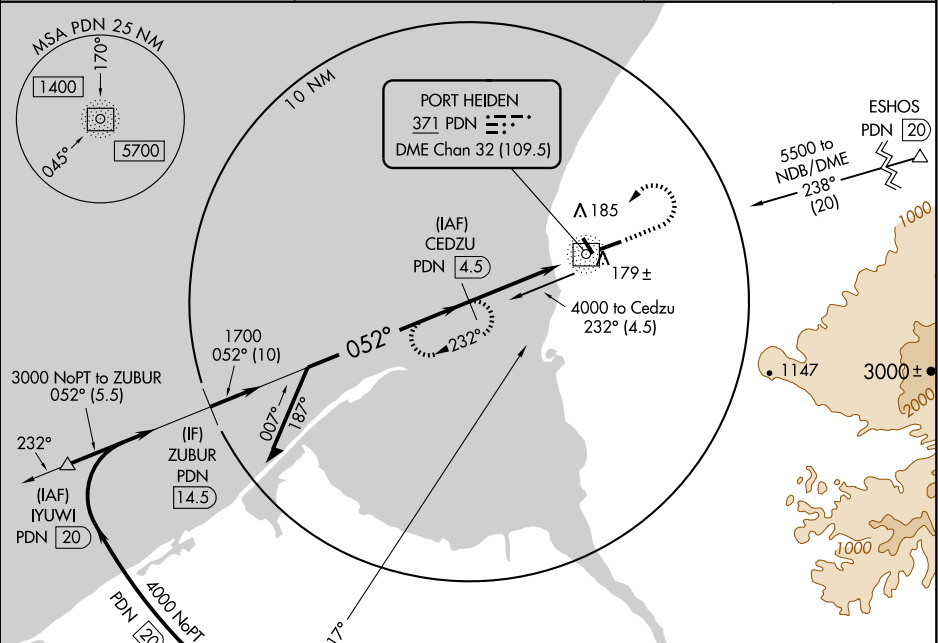
NDB/DME PDN 371	APP CRS 052°	Rwy Idg TDZE Apt Elev	5000 93 95
Chan 32 (109.5)			

NDB/DME RWY 5
PORT HEIDEN (PTH)(PAPH)

▼ If local altimeter setting not received, use Pilot Point altimeter setting and increase all MDAs 140 feet.
▲ NA VDP NA with Pilot Point altimeter setting.

MISSED APPROACH: Climb to 700 then climbing left turn to 3000 via heading 190° and PDN NDB bearing 232° to CEDZU/4.5 DME and hold, continue climb-in-hold to 3000.

AWOS-3 135.4	ANCHORAGE CENTER 132.9 288.3	CTAF 122.8 0
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CATEGORY	A	B	C	D
S-5	540-1	447 (500-1)	540-1¼ 447 (500-1¼)	540-1½ 447 (500-1½)
CIRCLING	540-1 445 (500-1)	560-1 465 (500-1)	560-1½ 465 (500-1½)	660-2 565 (600-2)

REIL Rwy 5, 13 and 31	0
MIRL Rwy 5-23 and 13-31	0

Knots	60	90	120	150	180
Min:Sec					

NDB/DME PDN
371
Chan **32 (109.5)**

APP CRS
143°

Rwy Idg	4000
TDZE	85
Apt Elev	95

NDB/DME RWY 13
PORT HEIDEN (PTH)(PAPH)

T If local altimeter setting not received, use Pilot Point altimeter setting and increase all MDAs 140 feet.

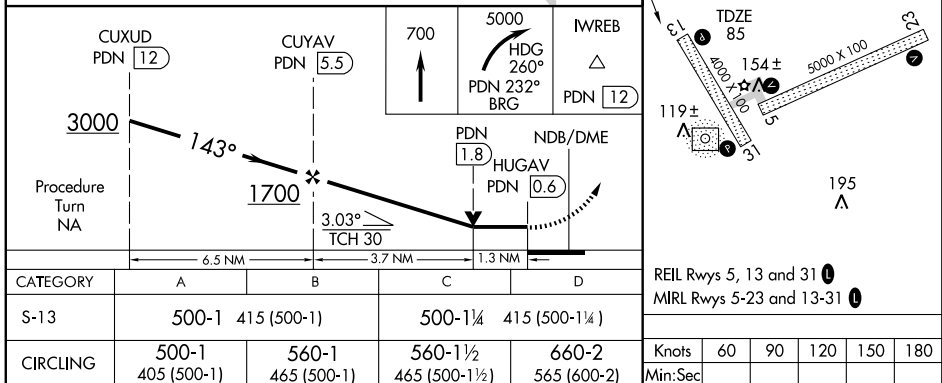
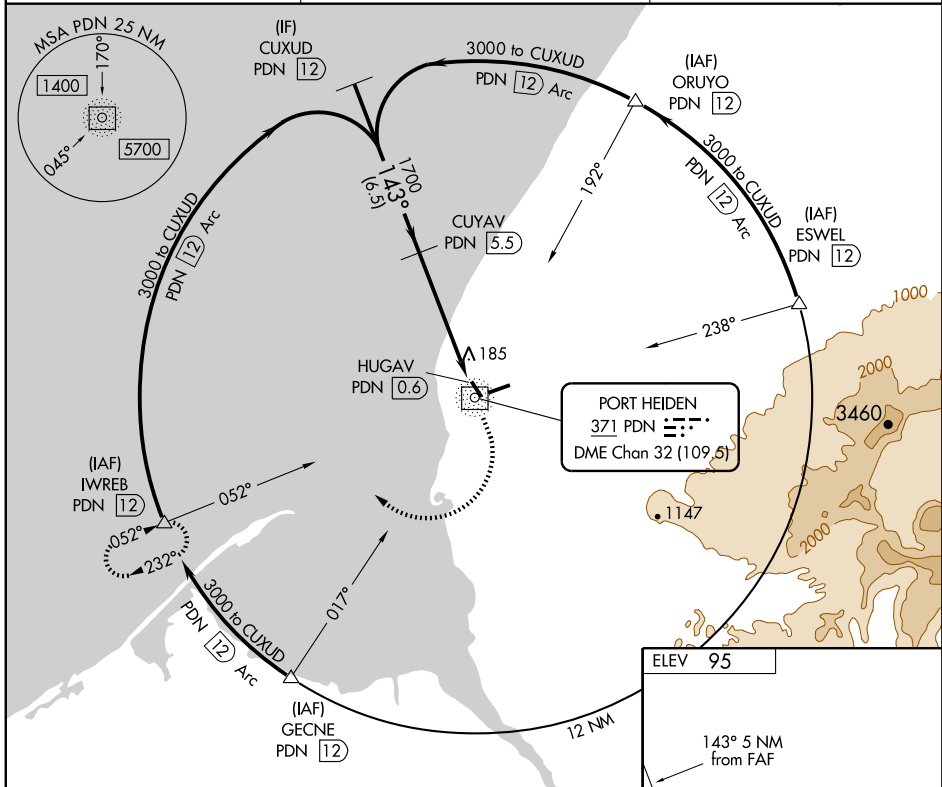
A NA VDP NA when using Pilot Point altimeter setting.

MISSED APPROACH: Climb to 700 then climbing right turn to 5000 via heading 260° and PDN NDB/DME 232° bearing to IWREB/12 DME and hold, continue climb-in-hold to 5000.

AWOS-3
135.4

ANCHORAGE CENTER
132.9 288.3

CTAF
122.8 **L**



APP CRS	Rwy Idg	5000
054°	TDZE	93
	Apt Elev	95

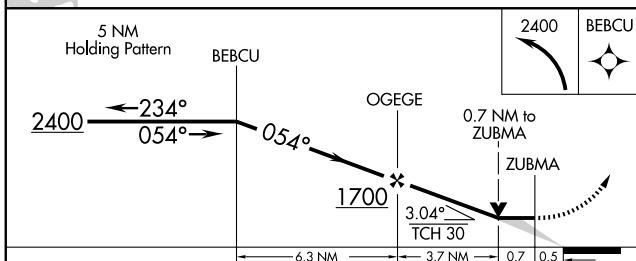
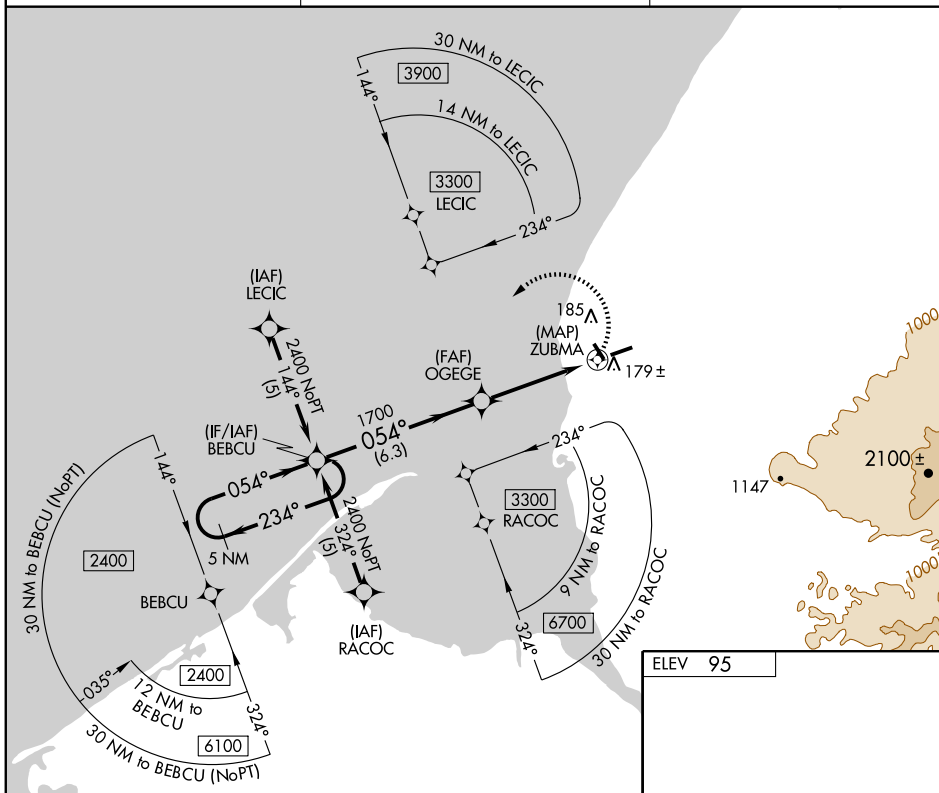
RNAV (GPS) RWY 5
PORT HEIDEN (PTH)(PAPH)

- T** If local altimeter setting not received, use Pilot Point altimeter setting and increase all MDAs 140 feet. VDP NA with Pilot Point altimeter setting.
A DME/DME RNP-0.3 NA.

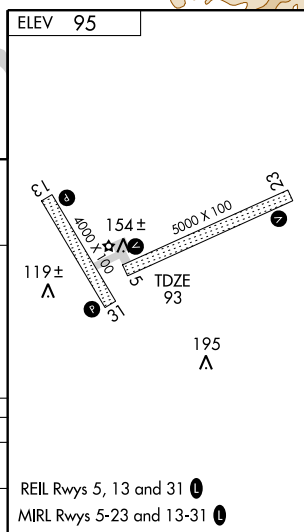
MISSED APPROACH: Climbing left turn to 2400 direct BEBCU and hold.

AWOS-3
135.4

ANCHORAGE CENTER
132.9 288.3

CTAF
122.8 **L**

CATEGORY	A	B	C	D
LNAV MDA	500-1 407 (500-1)		500-1¼ 407 (500-1¼)	
CIRCLING	500-1 405 (500-1)	560-1 465 (500-1)	560-1½ 465 (500-1½)	660-2 565 (600-2)



APP CRS	Rwy Idg	4000
131°	TDZE	85
	Apt Elev	95

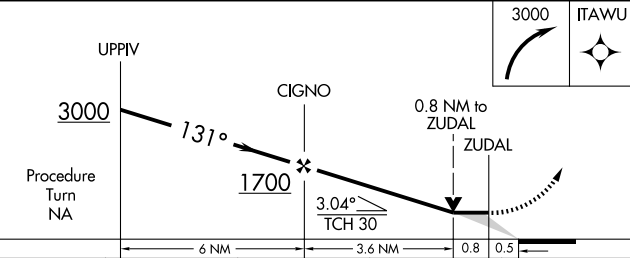
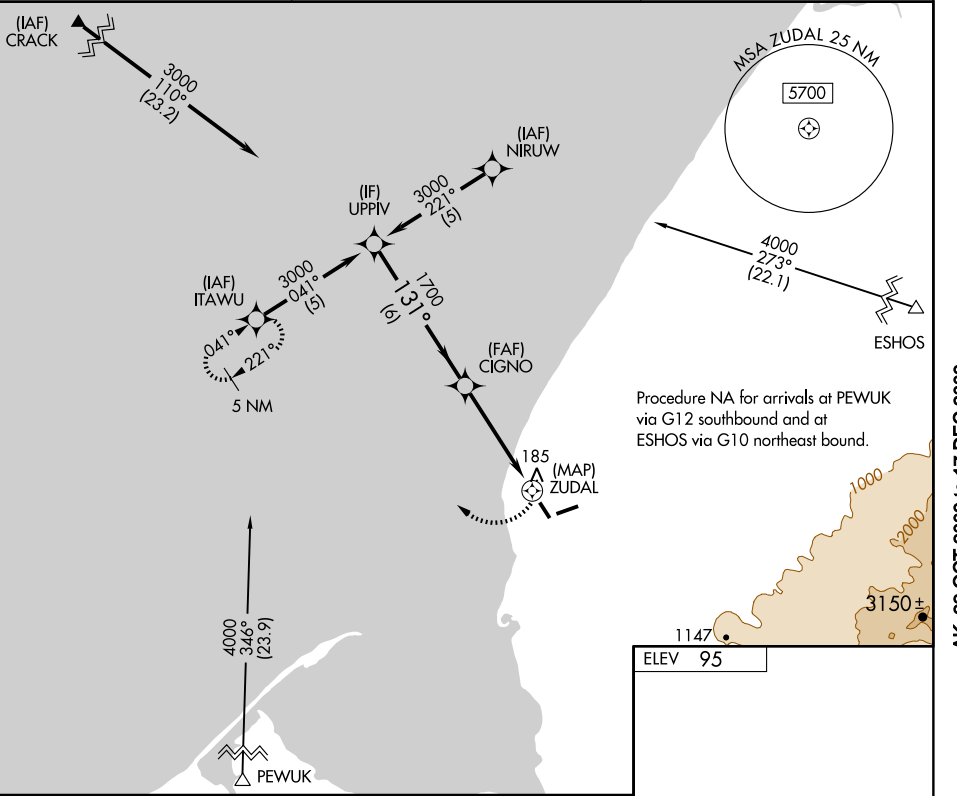
▼

▲

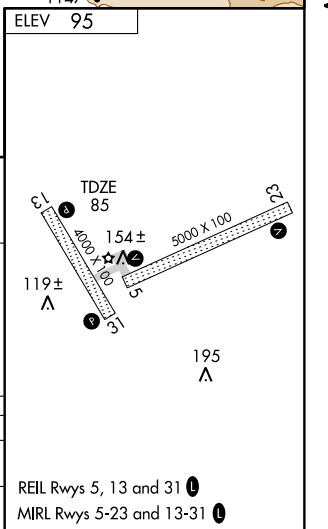
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Pilot Point altimeter setting and increase all MDAs 140 feet. VDP NA with Pilot Point altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct ITAWU and hold.

AWOS-3 135.4	ANCHORAGE CENTER 132.9 288.3	CTAF 122.8
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CATEGORY	A	B	C	D
LNAV MDA	500-1	415 (500-1)	500-1½	415 (500-1½)
CIRCLING	500-1 405 (500-1)	560-1 465 (500-1)	560-1½ 465 (500-1½)	660-2 565 (600-2)



WAAS CH 99311 W12A	APP CRS 120°	Rwy Idg TDZE Apt Elev 42
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RNAV (GPS) RWY 12

QUINHAGAK (AQH) (PAQH)

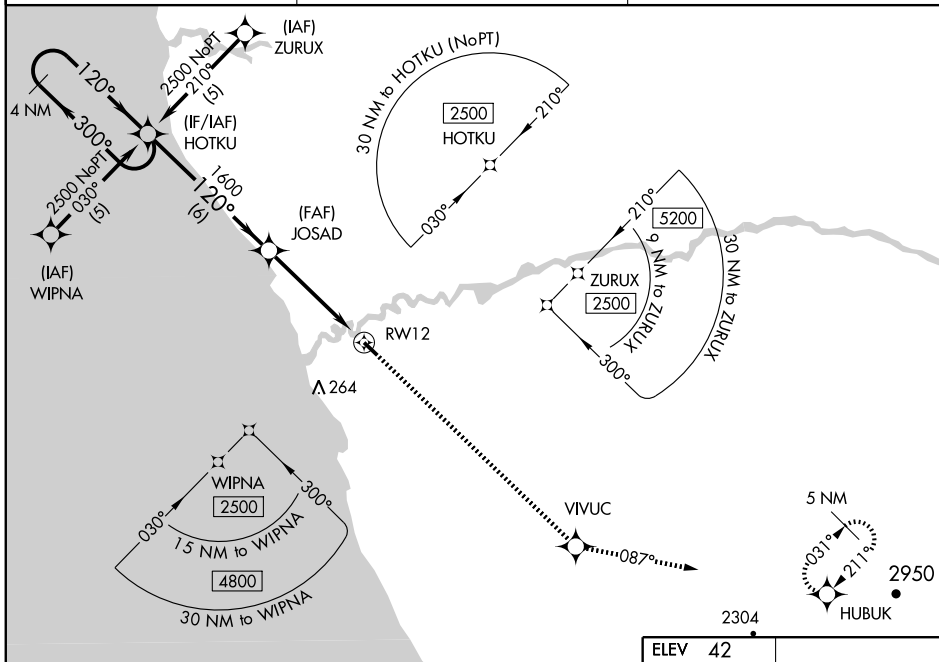
Baro-VNAV NA.
 NA
 DME/DME RNP-0.3 NA.
 Use Platinum altimeter setting.

MISSED APPROACH: Climb to 4500 direct VIVUC and via 087° track to HUBUK and hold, continue climb-in-hold to 4500.

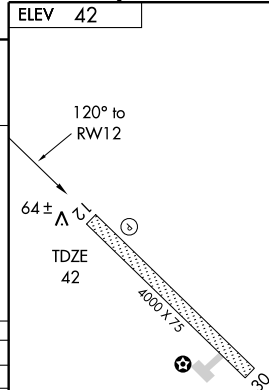
PLATINUM AWOS-3
118.375

BETHEL RADIO
122.1

UNICOM
122.8 (CTAF)



4 NM Holding Pattern		4500	VIVUC	087° trk	HUBUK
2500		HOTKU			
GS 3.00° TCH 35		JOSAD			
		RW12			
		6 NM			
		4.7 NM			
CATEGORY	A	B	C	D	
LPV DA	687-2¼		645 (700-2¼)		
LNAV/VNAV DA	729-2½		687 (700-2½)		
LNAV MDA	880-1 838 (900-1)	880-1¼ 838 (900-1¼)	880-2½ 838 (900-2½)	880-2¾ 838 (900-2¾)	
CIRCLING	880-1 838 (900-1)	880-1¼ 838 (900-1¼)	880-2½ 838 (900-2½)	880-2¾ 838 (900-2¾)	



MIRL Rwy 12-30

WAAS CH 58310 W30A	APP CRS 300°	Rwy Idg TDZE Apt Elev 42
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RNAV (GPS) RWY 30

QUINHAGAK (AQH) (PAQH)

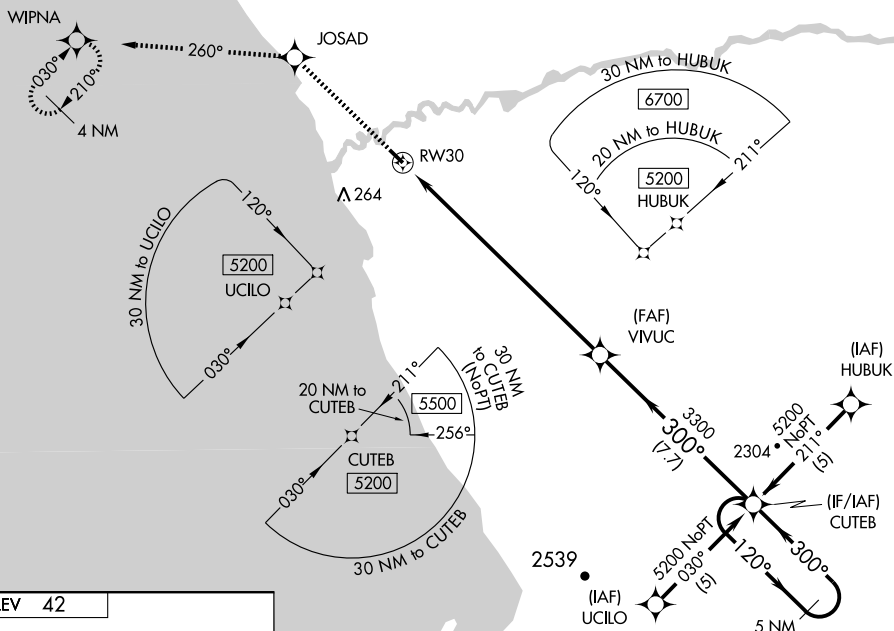
Baro-VNAV NA.
 DME/DME RNP 0.3 NA.
 Use Platinum altimeter setting.

MISSED APPROACH: Climb to 2500 direct JOSAD and via 260° track to WIPNA and hold.

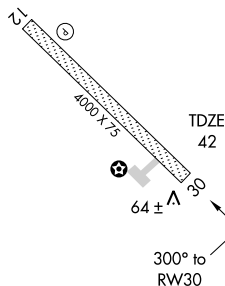
PLATINUM AWOS-3
118.375

BETHEL RADIO
122.1

UNICOM
122.8 (CTAF) **0**



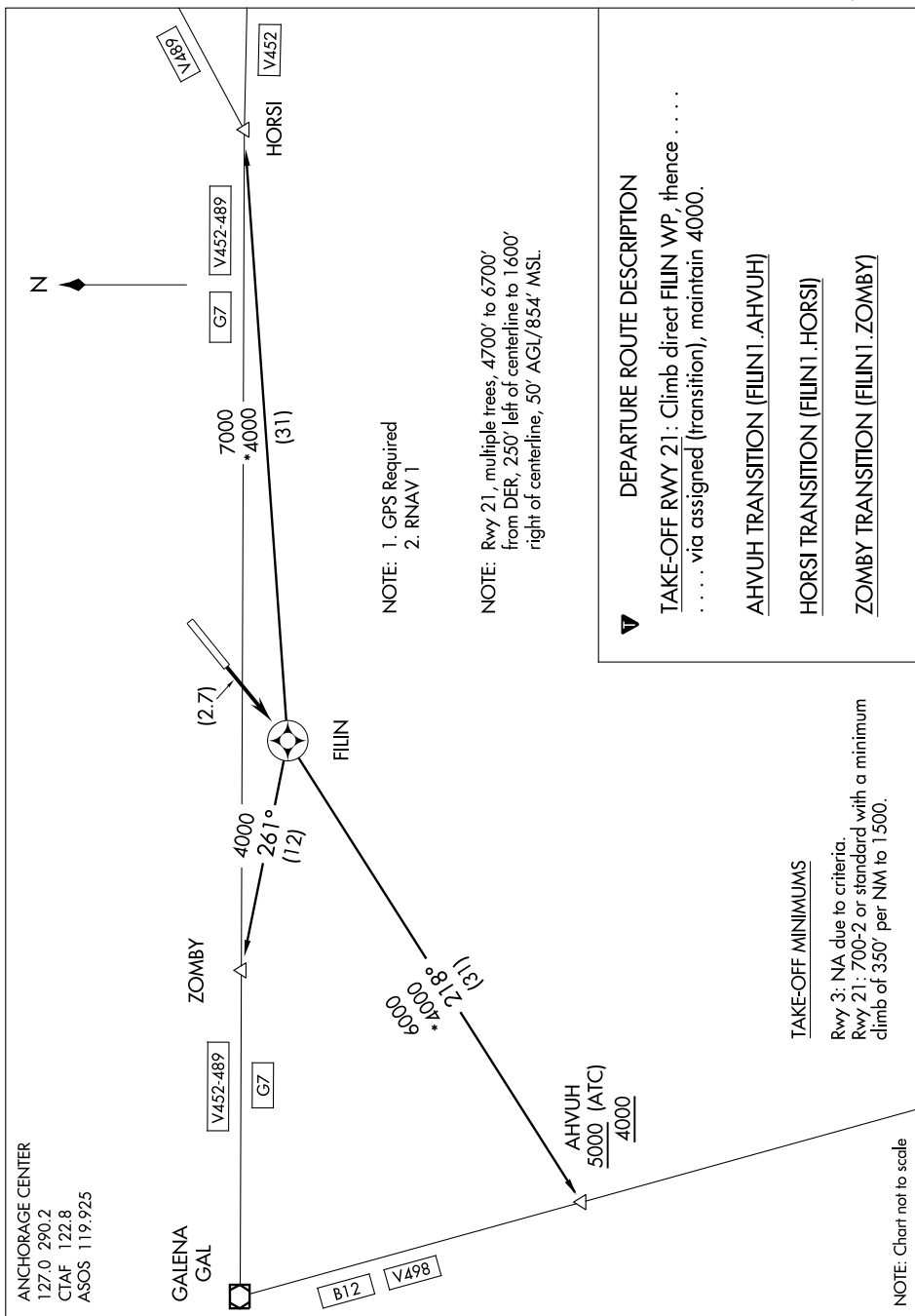
ELEV 42



MIRL Rwy 12-30 **0**

2500	JOSAD	260° trk	WIPNA	4 NM Holding Pattern			
↑	✱		✱				
				CUTE0			
				RW30			
				VIVUC			
				3300			
				5200			
				GS 3.00° TCH 35			
				9.9 NM			
				7.7 NM			
CATEGORY	A		B		C		D
LPV DA			687-2¼		645 (700-2¼)		
LNAV/VNAV DA			729-2½		687 (700-2½)		
LNAV MDA	1100-1¼ 1058 (1100-1¼)		1100-1½ 1058 (1100-1½)		1100-3 1058 (1100-3)		
CIRCLING	1100-1¼ 1058 (1100-1¼)		1100-1½ 1058 (1100-1½)		1100-3 1058 (1100-3)		

FILIN ONE DEPARTURE (RNAV)



RNAV (GPS) RWY 3

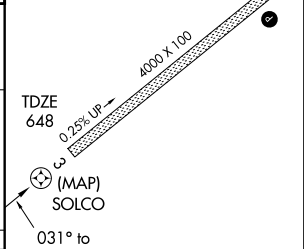
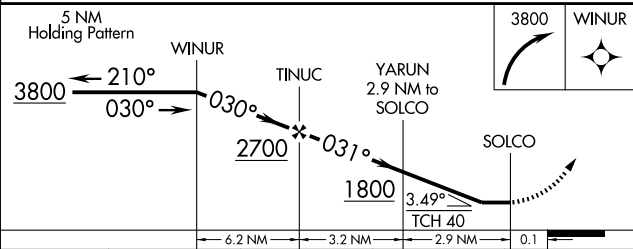
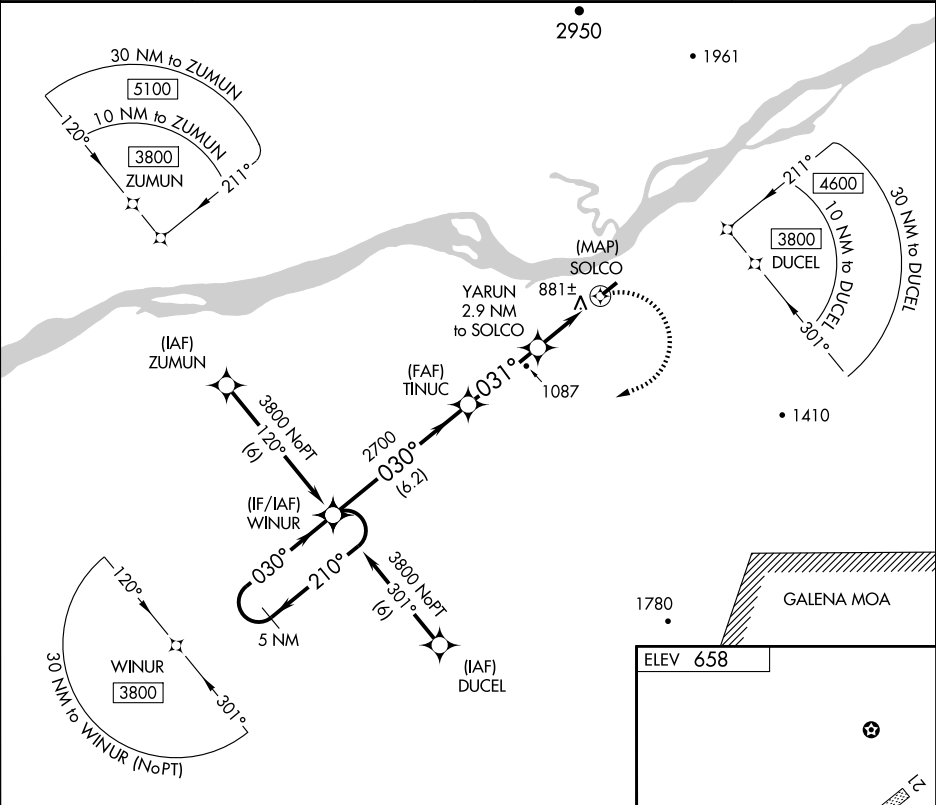
RUBY (RBY) (PARY)

APP CRS 031°	Rwy Idg TDZE Apt Elev	4000 648 658
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▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ If local altimeter setting not received, use Galena altimeter setting and increase all MDAs 340 feet.

MISSED APPROACH: Climbing right turn to 3800 direct WINUR and hold.

ASOS 119.925	ANCHORAGE CENTER 127.0 290.2	RUBY RADIO 122.25	CTAF 122.8 ①
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CATEGORY	A	B	C	D
LNAV MDA	1260-1	612 (700-1)	1260-1¾ 612 (700-1¾)	NA
CIRCLING	1260-1	602 (700-1)	1260-1¾ 602 (700-1¾)	NA

REIL Rwy 21 **①**
MIRL Rwy 03-21 **①**

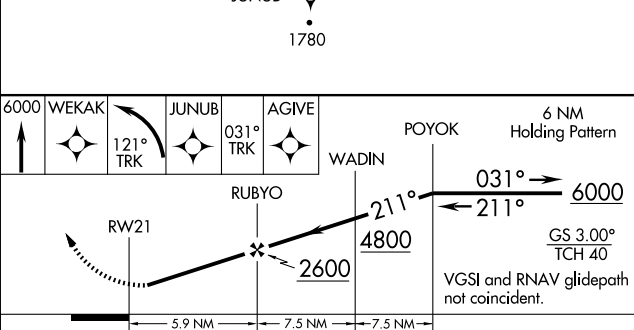
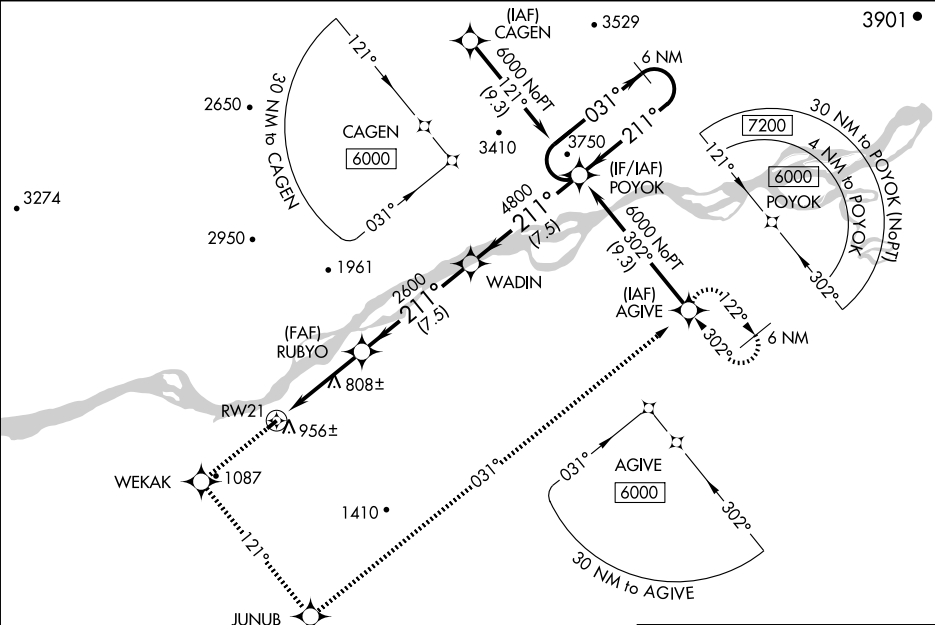
WAAS CH 77807 W21A	APP CRS 211°	Rwy Idg TDZE Apt Elev	4000 658 658
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RNAV (GPS) RWY 21
RUBY (RBY) (PARY)

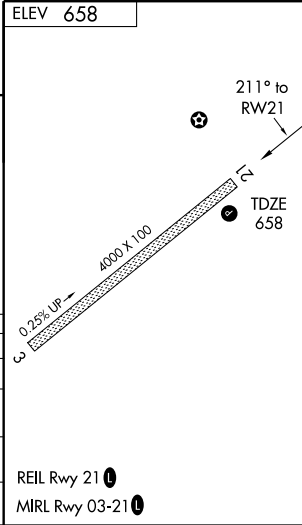
Baro-VNAV NA when using Galena altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA. When local altimeter setting not received, use Galena altimeter setting and increase all DA/MDA 340 feet; increase LPV visibility all Cats and LNAV Cat C 1¼ mile, LNAV/ VNAV all Cats visibility 2 miles, LNAV Cats A/B and circling Cats A/B visibility ¼ mile, circling Cat C visibility 1 mile.

MISSED APPROACH: Climb to 6000 direct WEKAK and left turn via 121° track to JUNUB and via 031° track to AGIVE and hold.

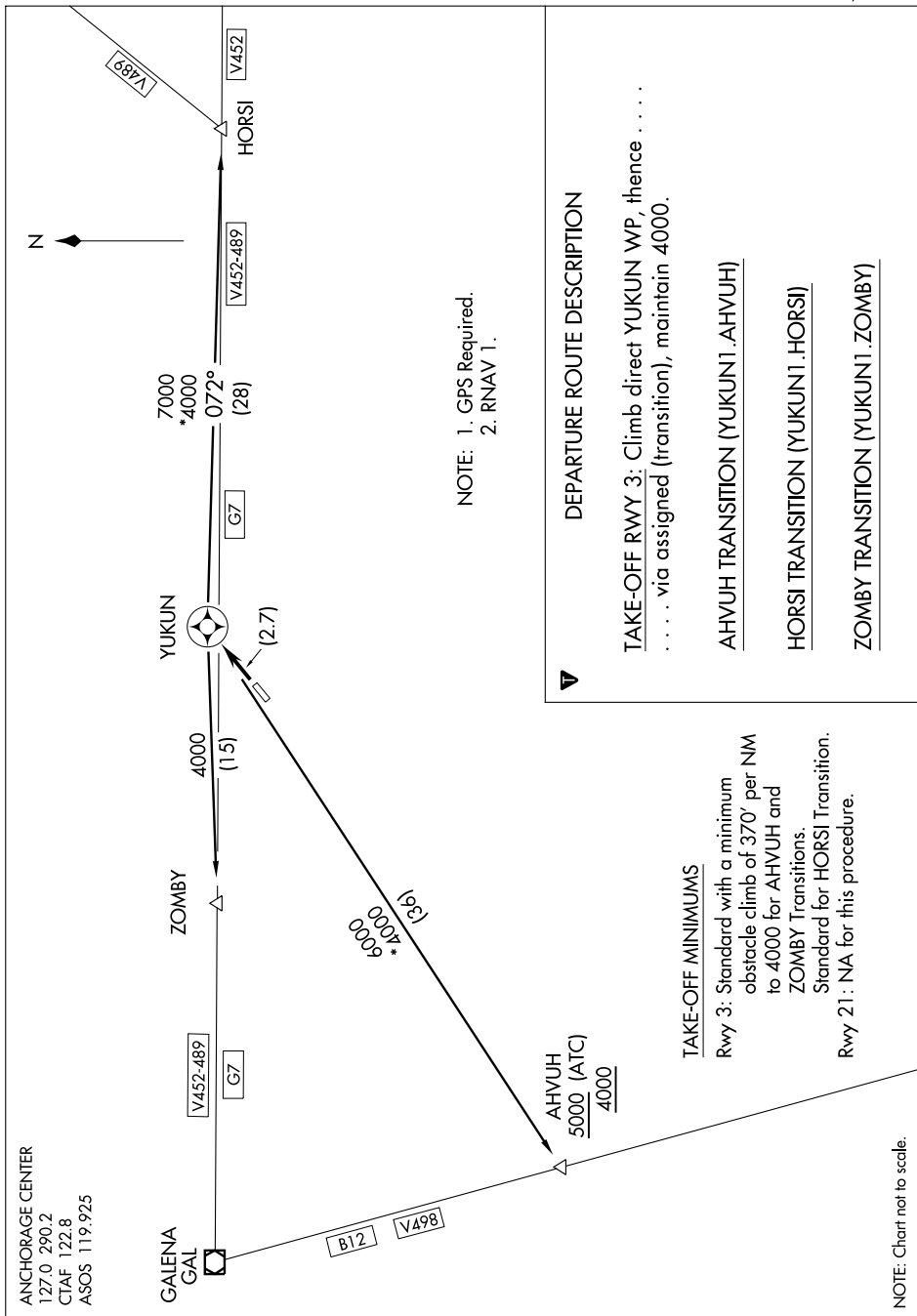
ASOS 119.925	ANCHORAGE CENTER 127.0 290.2	RUBY RADIO 122.25	CTAF 122.8 0
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CATEGORY	A	B	C	D
LPV DA	919-1	261 (300-1)		NA
LNAV/ VNAV DA	1199-2	541 (600-2)		NA
LNAV MDA	1220-1 562 (600-1)	1220-1½ 562 (600-1½)		NA
CIRCLING	1260-1 602 (700-1)	1260-1¾ 602 (700-1¾)		NA



YUKUN ONE DEPARTURE (RNAV)



APP CRS	Rwy Idg	3600
170°	TDZE	51
	Apt Elev	51

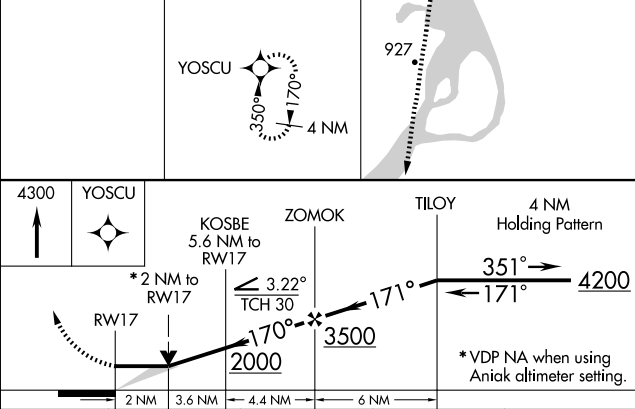
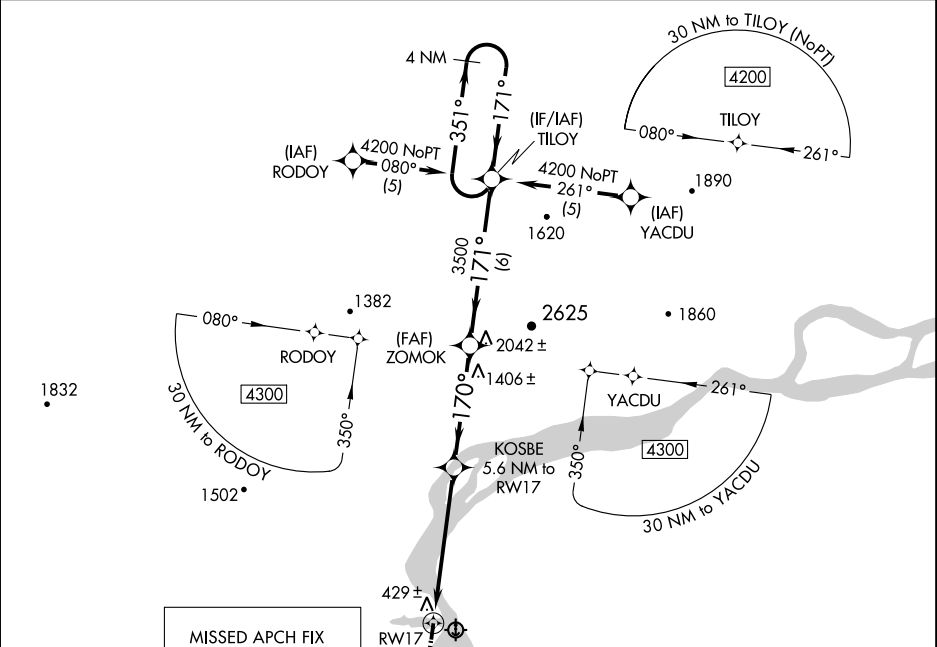
RNAV (GPS) RWY 17
RUSSIAN MISSION (RSH)(PARS)

T DME/DME RNP-0.3 NA.

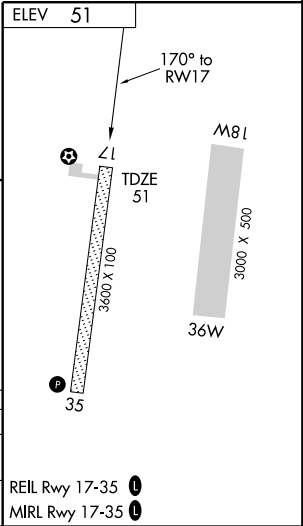
A Circling Rwy 35 NA at night. If local altimeter not received, use Aniak altimeter setting and increase all MDAs 140 feet.

MISSED APPROACH: Climb to 4300 direct YOSCU and hold.

ASOS 118.375	ANCHORAGE CENTER 118.15 251.05	CTAF 122.9 0
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CATEGORY	A	B	C	D
LNAV MDA	760-1 709 (800-1)	760-1¼ 709 (800-1¼)	NA	
CIRCLING	760-1 709 (800-1)	760-1¼ 709 (800-1¼)	NA	



REIL Rwy 17-35 0
MRL Rwy 17-35 0

APP CRS	Rwy Idg	3600
350°	TDZE	51
	Apt Elev	51

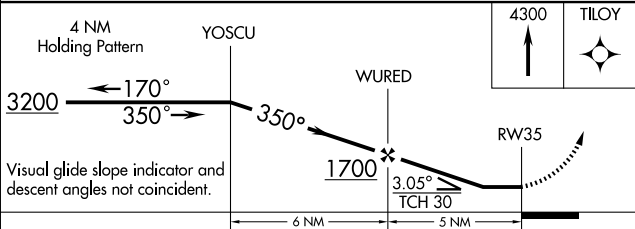
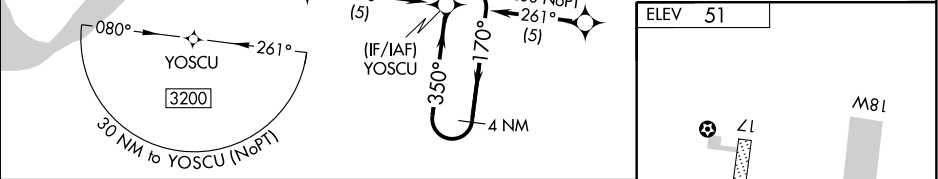
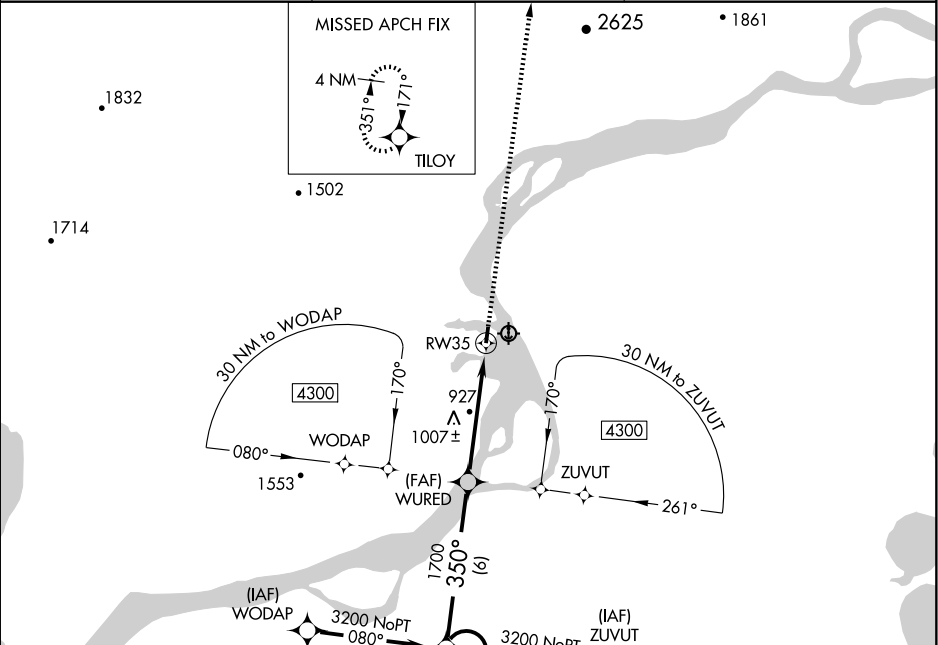
RNAV (GPS) RWY 35
RUSSIAN MISSION (RSH)(PARS)

T DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

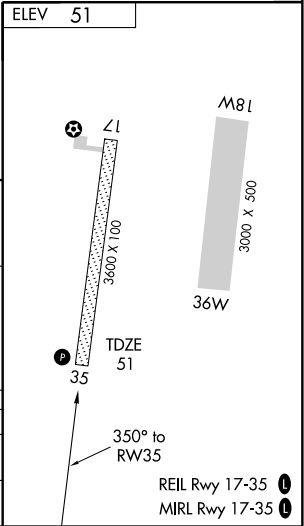
A Straight-In/Circling Rwy 35 procedure NA at night. If local altimeter setting not received, use Aniak altimeter setting and increase all MDAs 140 feet.

MISSED APPROACH: Climb to 4300 direct TILOY and hold.

ASOS 118.375	ANCHORAGE CENTER 118.15 251.05	CTAF 122.9 0
-----------------	-----------------------------------	-----------------

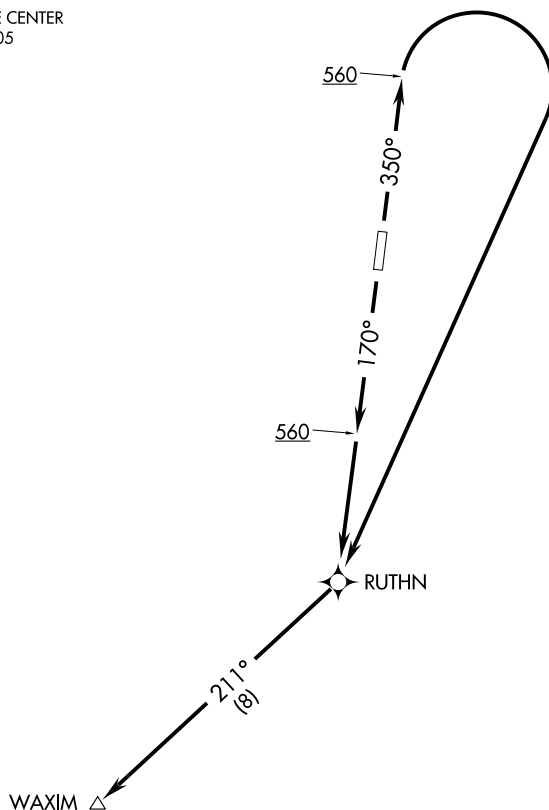


CATEGORY	A	B	C	D
LNAV MDA	1400-1¼ 1349 (1400-1¼)	1400-1½ 1349 (1400-1½)	NA	
CIRCLING	1400-1¼ 1349 (1400-1¼)	1400-1½ 1349 (1400-1½)	NA	



WAXIM ONE DEPARTURE (RNAV)

ANCHORAGE CENTER
118.15 251.05
CTAF 122.9

TAKE-OFF MINIMUMS

Rwy 17: 500-2 with a minimum climb of 430' per NM to 1400.

Rwy 35: 500-2.

TAKE-OFF OBSTACLE NOTES

Rwy 17: Multiple trees beginning 1193' from DER, 808' right of centerline, up to 80' AGL/279' MSL.

Rwy 35: Multiple trees beginning 2116' from DER, 907' left of centerline, up to 80' AGL/329' MSL.

NOTE: GPS required.

NOTE: RNAV 1.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climb heading 170° to 560, then direct RUTHN, then via depicted route to WAXIM, thence . . .

TAKE-OFF RUNWAY 35: Climb heading 350° to 560, then right turn direct RUTHN, then via depicted route to WAXIM, thence . . .

. . . maintain 6000 or higher ATC assigned altitude.

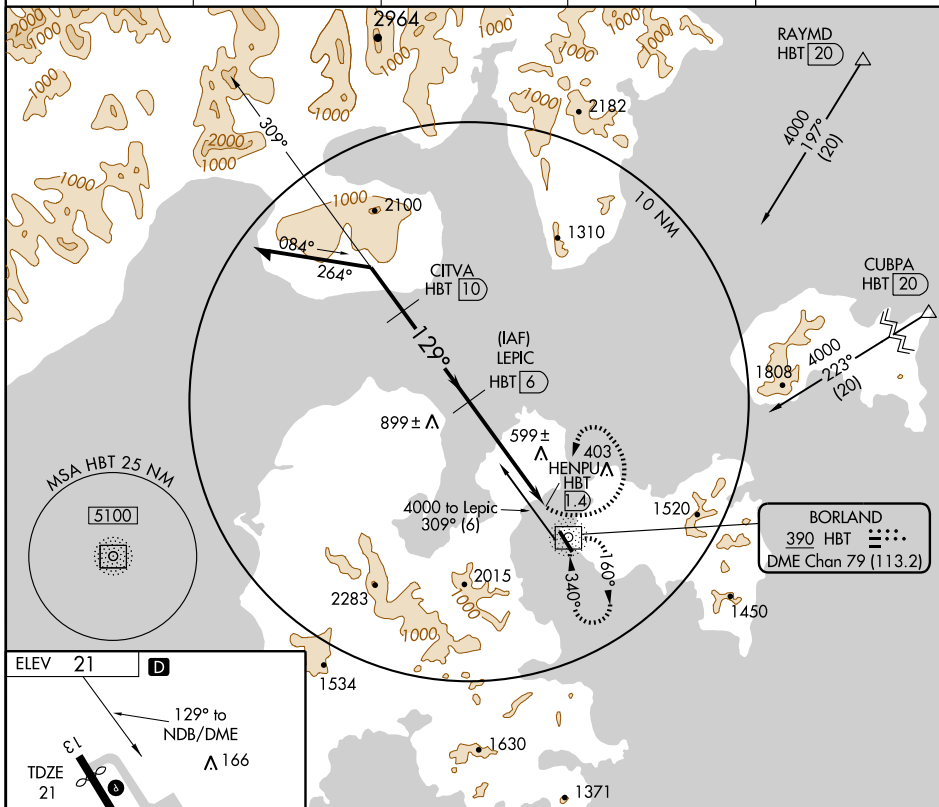
NDB/DME HBT <u>390</u> Chan 79 (113.2)	APP CRS 129°	Rwy Idg 4099 TDZE 21 Apt Elev 21
--	------------------------	---

NDB/DME RWY 13
SAND POINT (SDP) (PASD)

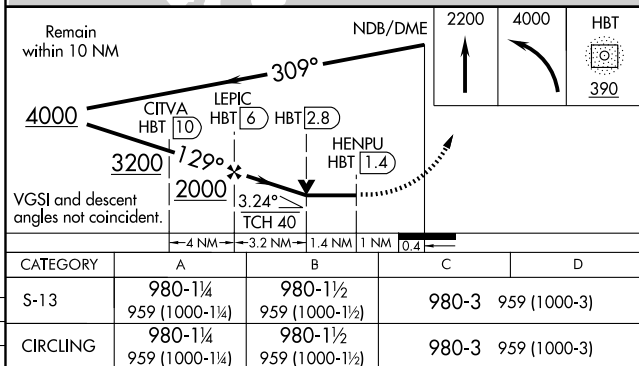
- T** Circling not authorized northeast of Rwy 13-31.
A If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 2200, then climbing left turn to 4000 direct HBT NDB/DME and hold, continue climb-in-hold to 4000.

AWOS-3 134.85	ANCHORAGE CENTER 125.35 346.3	CLNC DEL 122.3	UNICOM 122.8	CTAF 122.3 0
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	Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32	



▼

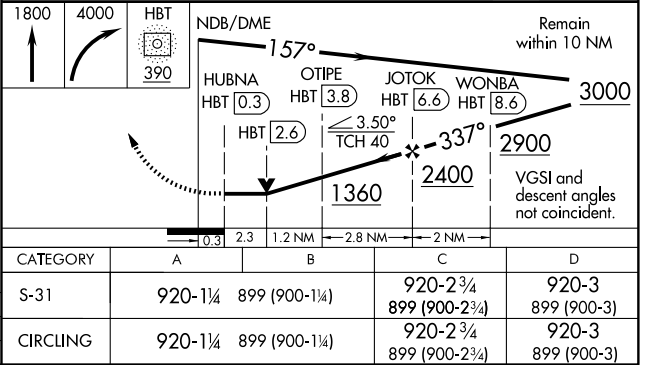
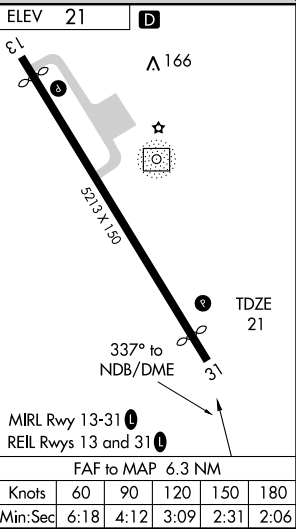
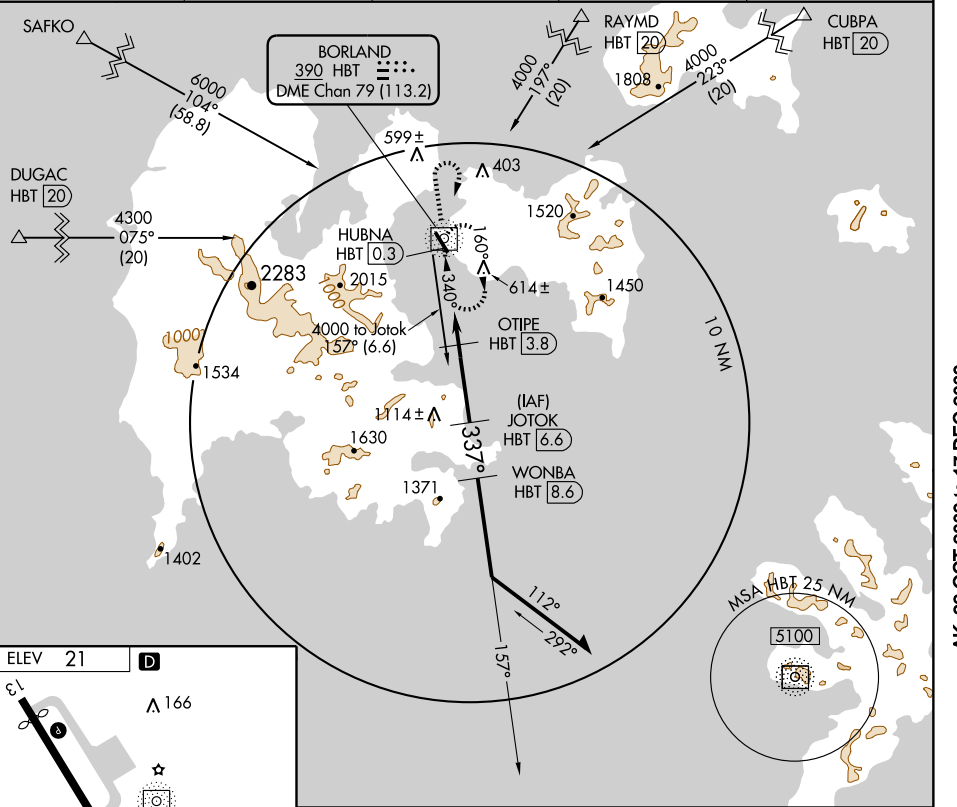
Circling not authorized northeast of Rwy 13-31.

▲

If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 1800, then climbing right turn to 4000 direct HBT NDB/DME and hold.

AWOS-3 134.85	ANCHORAGE CENTER 125.35 346.3	CLNC DEL 122.3	UNICOM 122.8	CTAF 122.3 0
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NDB RWY 13

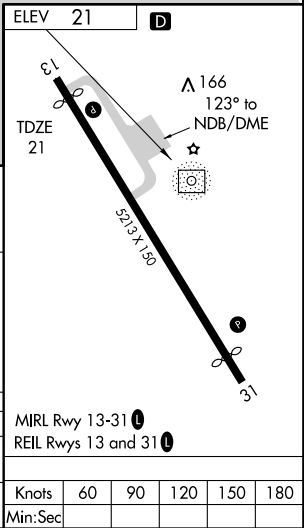
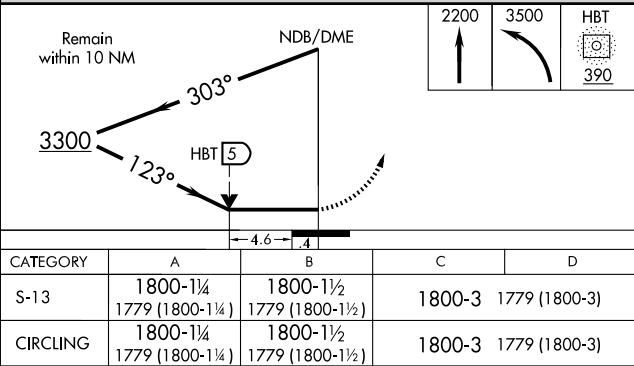
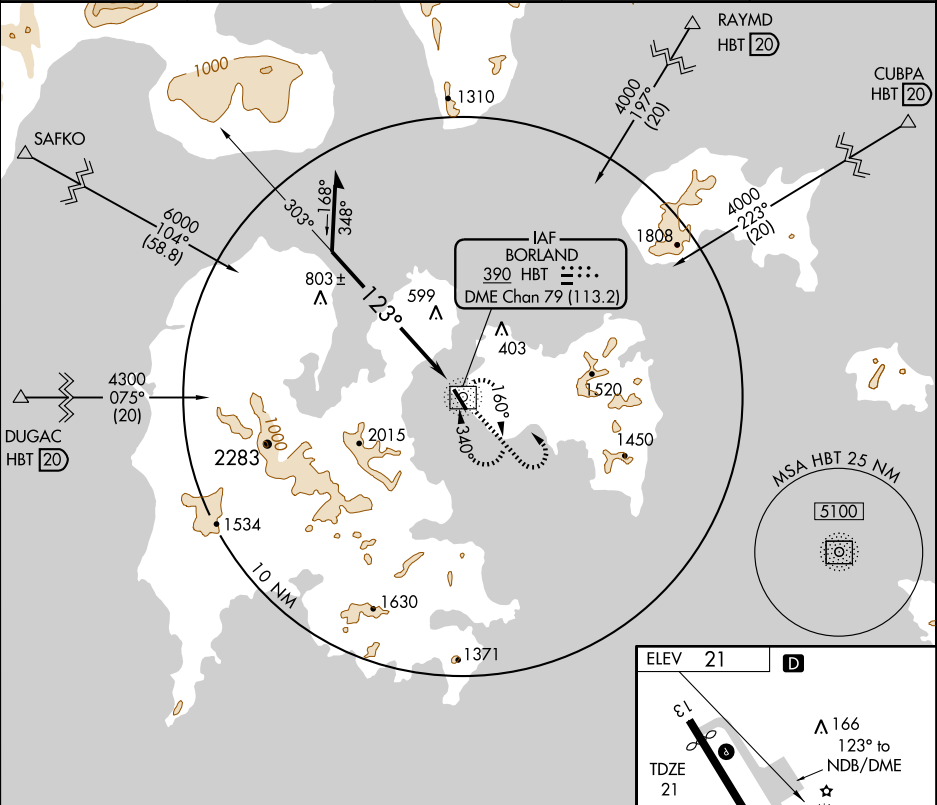
SAND POINT (SDP) (PASD)

NDB/DME HBT	390	Rwy Idg	4099
APP CRS	123°	TDZE	21
Chan 79 (113.2)		Apt Elev	21

▼ Circling NA northeast of Rwy 13-31.
▲ If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 2200, then climbing left turn to 3500 direct HBT NDB/DME and hold.

AWOS-3	ANCHORAGE CENTER	CLNC DEL	UNICOM	CTAF
134.85	125.35 346.3	122.3	122.8	122.3 0



APP CRS	Rwy Idg	4099
134°	TDZE	21
	Apt Elev	21

RNAV (GPS) RWY 13

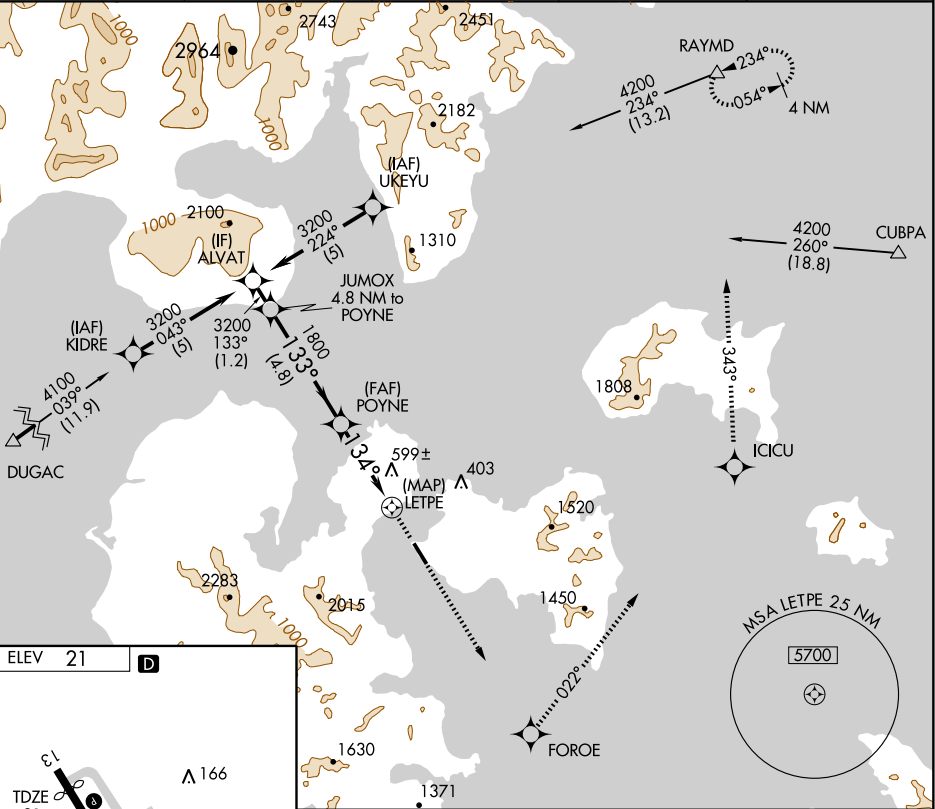
SAND POINT (SDP) (PASD)

▼ DME/DME RNP-0.3 NA. Circling NA northeast of Rwy 13-31.

▲ If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 5100 direct FOROE then left turn via 022° track to ICICU and via 343° track to RAYMD and hold, continue climb-in-hold to 5100.

AWOS-3	ANCHORAGE CENTER	CLNC DEL	UNICOM	CTAF
134.85	125.35 346.3	122.3	122.8	122.3 0



21

321.3 x 150

☆

31

Procedure Turn NA

JUMOX 4.8 NM to POYNE

ALVAT

3200

133°

3200

133°

POYNE

1800

134°

0.6 NM to LETPE

LETPE

3.29°

TCH 40

1.2 NM

4.8 NM

2.9 NM

0.6

1.5

	5100	FOROE	ICICU	TRK 343°	RAYMD
	↑	✦	TRK 022°	✦	△

Procedure Turn NA

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
LNAB MDA	860-1¾	839 (900-1¾)	860-2½ 839 (900-2½)	860-2¾ 839 (900-2¾)
CIRCLING	860-1¾	839 (900-1¾)	860-2½ 839 (900-2½)	860-2¾ 839 (900-2¾)

MIRL Rwy 13-31 **0**

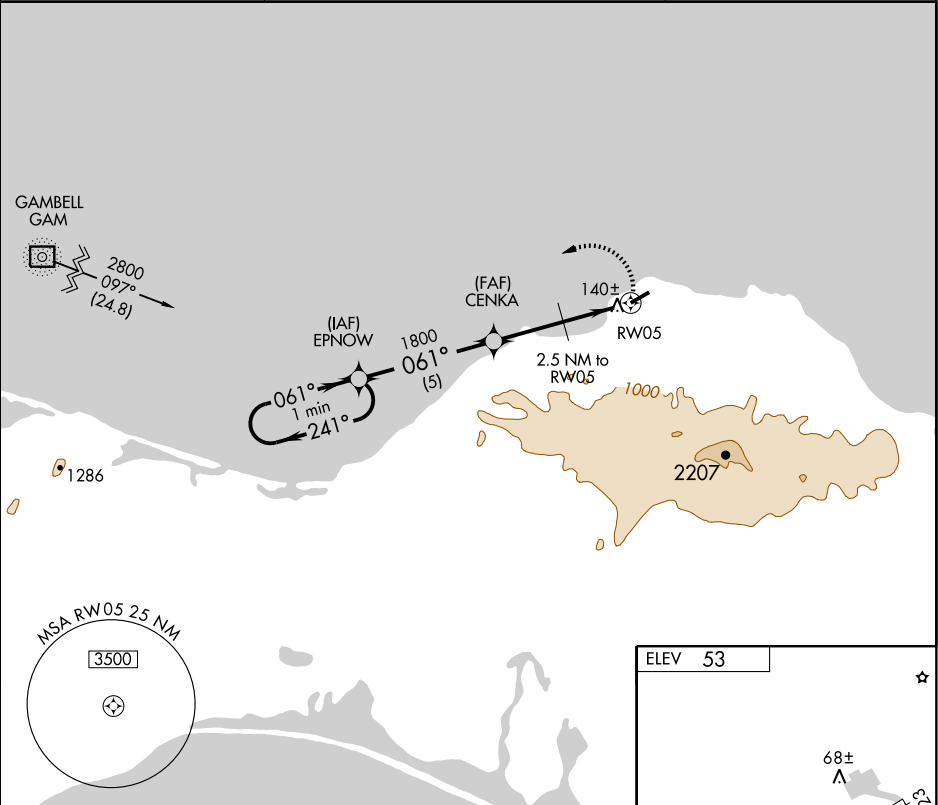
REIL Rwy 13 and 31 **0**

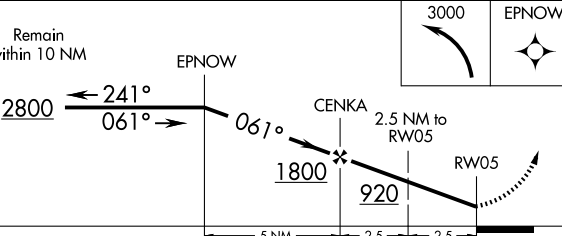
APP CRS 061°	Rwy Idg 4400 TDZE 53 Apt Elev 53
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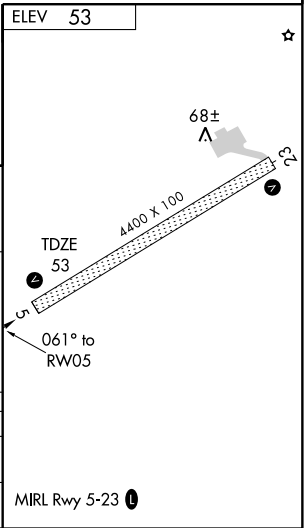
GPS RWY 5
SAVOONGA (SVA) (PASA)

  NA	Circling not authorized southeast of Rwy 5-23.	MISSED APPROACH: Climbing left turn to 3000 direct EPNOW and hold.
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AWOS-3 121.3	NOME RADIO 122.3	(CTAF) 122.7 0
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Remain within 10 NM				
				
CATEGORY	A	B	C	D
S-5	500-1	447 (500-1)	500-1½ 447 (500-1½)	NA
CIRCLING	540-1	487 (500-1)	540-1½ 487 (500-1½)	NA



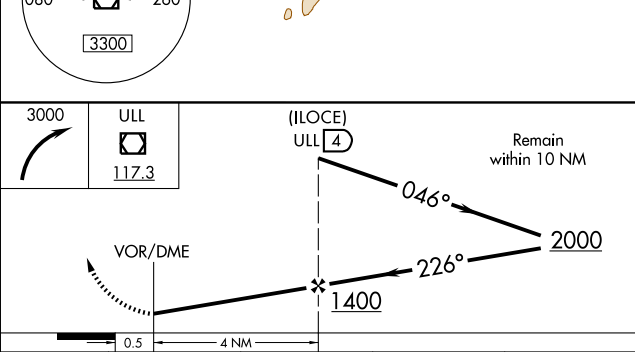
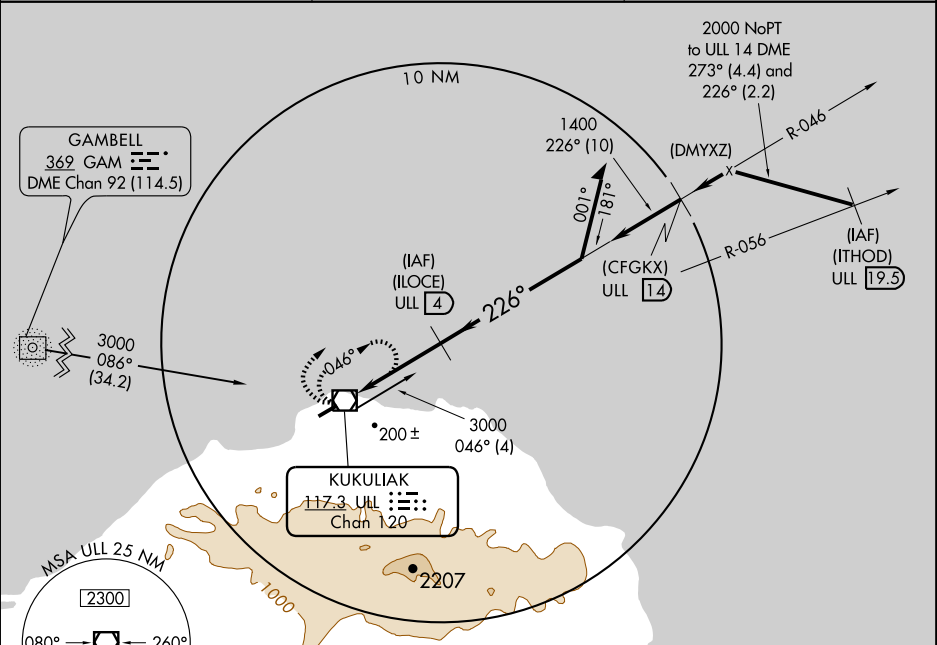
VOR/DME ULL	APP CRS	Rwy Idg	4400
117.3	226°	TDZE	52
Chan 120		Apt Elev	53

VOR/DME or GPS RWY 23

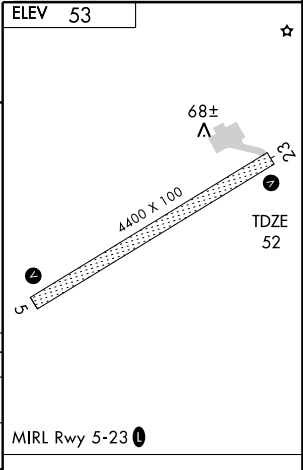
SAVOONGA (SVA) (PASA)

⚠ Circling not authorized southeast of Rwy 5-23.	MISSED APPROACH: Climbing right turn to 3000 in ULL VOR/DME holding pattern.
---	--

AWOS-3 121.3	NOME RADIO 122.3	CTAF 122.7 ①
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CATEGORY	A	B	C	D
S-23	520-1	468 (500-1)	520-1¼ 468 (500-1¼)	520-1½ 468 (500-1½)
CIRCLING	520-1	467 (500-1)	520-1½ 467 (500-1½)	620-2 567 (600-2)



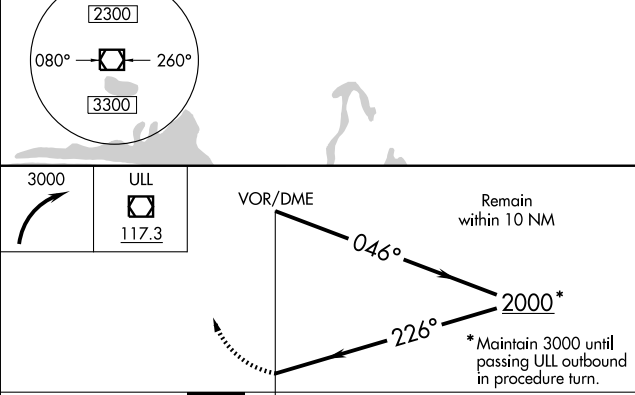
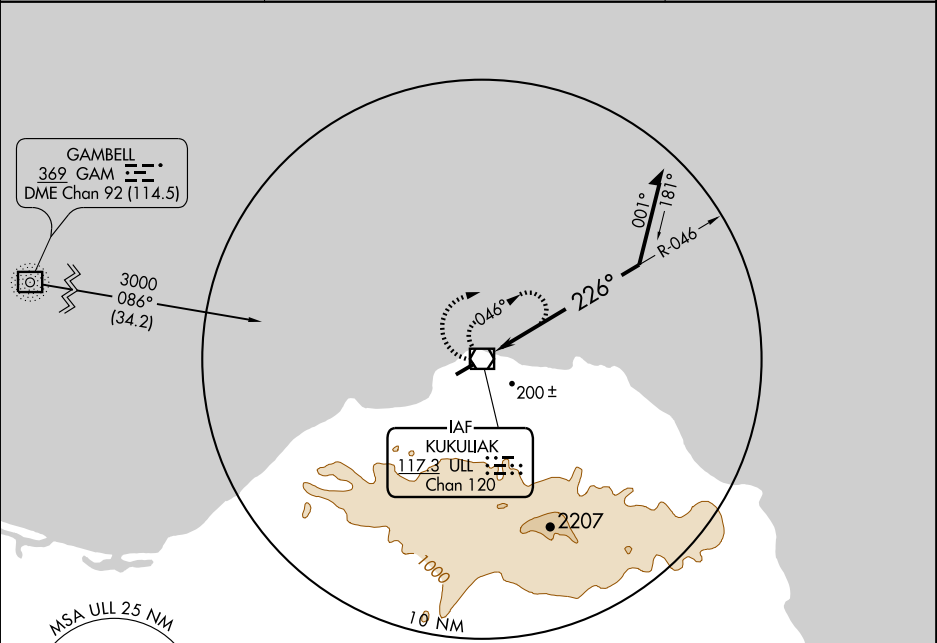
Knots	60	90	120	150	180
Min:Sec					

VOR/DME ULL	APP CRS	Rwy Idg
117.3	226°	4400
Chan 120		TDZE 52
		Apt Elev 53

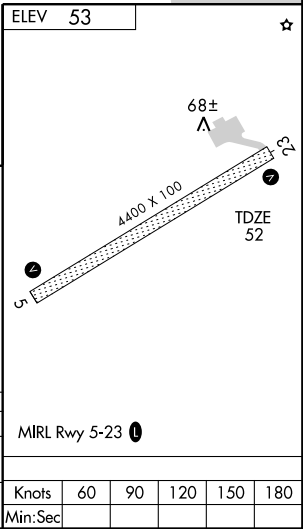
VOR RWY 23
SAVOONGA (SVA) (PASA)

<div><div></div><div>Circling not authorized southeast of Rwy 5-23.</div></div>	MISSED APPROACH: Climbing right turn to 3000 in ULL VOR/DME holding pattern.
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AWOS-3 121.3	NOME RADIO 122.3	(CTAF) 122.7 0
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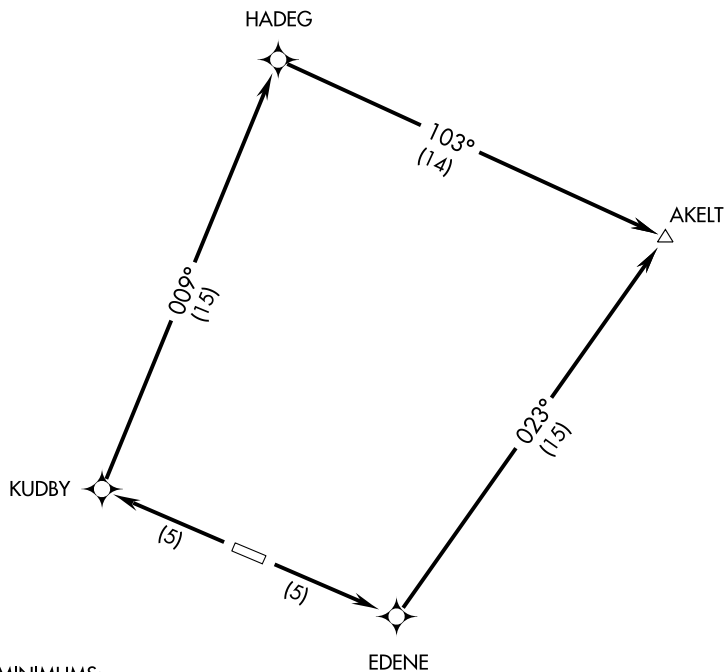


CATEGORY	A	B	C	D
S-23	580-1 528 (600-1)		580-1½ 528 (600-1½)	580-1¾ 528 (600-1¾)
CIRCLING	580-1 527 (600-1)		580-1½ 527 (600-1½)	620-2 567 (600-2)



AKELT ONE DEPARTURE (RNAV)

ANCHORAGE CENTER
124.5 226.8
CTAF 123.0

TAKE-OFF MINIMUMS:

Rwy 28: Standard.

Rwy 10: Standard with a
minimum climb of 590 feet per NM to 1300'.

TAKE-OFF OBSTACLE NOTES:

Rwy 10: Bushes beginning 1.27 NM from DER, 546' left of centerline, up to 15' AGL/322' MSL.
Bush 1.49 NM from DER, 2163' right of centerline, 15' AGL/464' MSL.

NOTE: GPS Required.

NOTE: RNAV 1

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10: Climb to 4000 or ATC assigned higher altitude direct EDENE and via track 023° to AKELT.

TAKE-OFF RUNWAY 28: Climb to 4000 or ATC assigned higher altitude direct KUDBY and via track 009° to HADEG, and right turn via track 103° to AKELT.

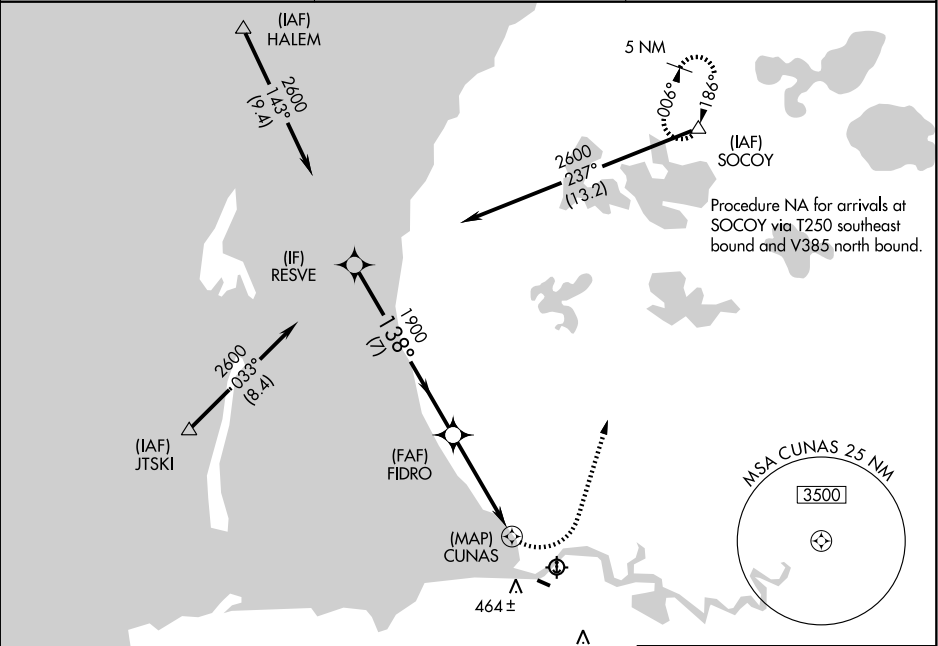
APP CRS 138°	Rwy Idg TDZE Apt Elev	N/A N/A 14
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RNAV (GPS)-B
SCAMMON BAY (SCM) (PACM)

⚠ Circling NA south of Rwy 10-28. DME/DME RNP-0.3 NA.
⚠ When local altimeter setting not received, use Hooper Bay altimeter setting and increase all MDA 360 feet.

MISSED APPROACH: Climbing left turn to 4500 direct SOCOY and hold, continue climb-in-hold to 4500.

ASOS 118.425	ANCHORAGE CENTER 124.5 226.8	UNICOM 123.0 (CTAF) 1
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ELEV 14

3000 X 75
28
97

RESVE	FIDRO		4500	SOCOY
2600	1900		△	△
Procedure Turn NA		CUNAS		
7 NM		4.2 NM		
CATEGORY	A	B	C	D
CIRCLING	540-2¼ 526 (600-2¼)	640-2¼ 626 (700-2¼)	NA	

REIL Rwy 10 **1**
MIRL Rwy 10-28 **1**

APP CRS	Rwy Idg	3000
101°	TDZE	14
	Apt Elev	14

RNAV (GPS) RWY 10

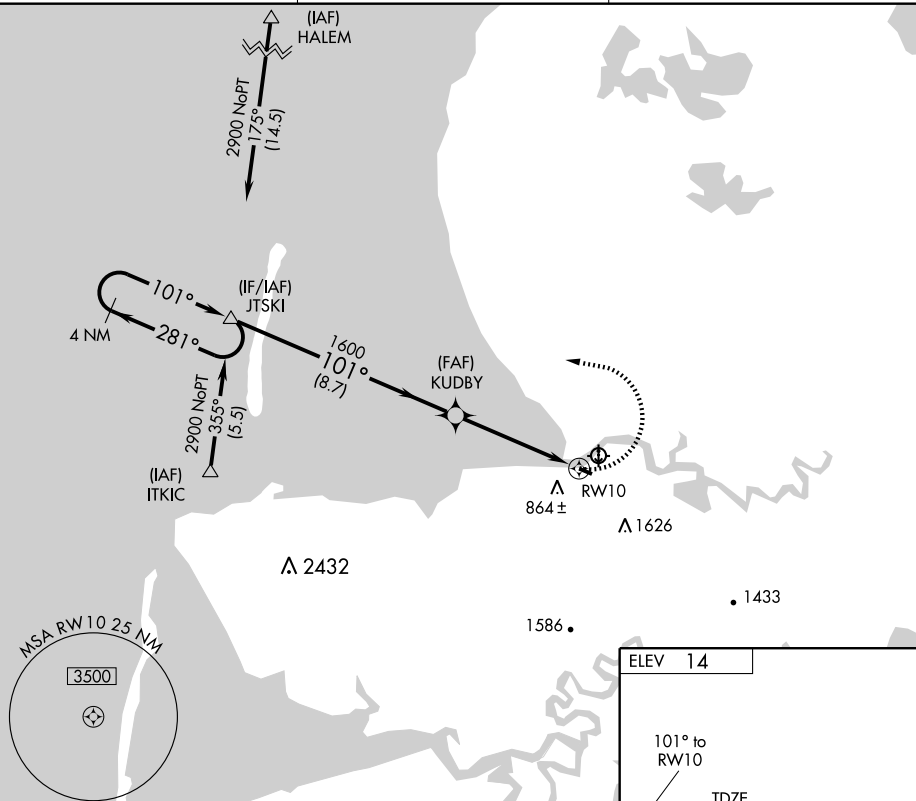
- T**
A Circling NA south of Rwy 10-28. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Hooper Bay altimeter setting. When local altimeter setting not received, use Hooper Bay altimeter setting and increase all MDA 360 feet.

MISSED APPROACH: Climbing left turn to 2900 direct JTSL and hold.

ASOS
118.425

ANCHORAGE CENTER
124.5 226.8

UNICOM
123.0 (CTAF) **L**



4 NM
Holding Pattern

JTSKI

2900 ← 281°
101° →

KUDBY

to RW10

2900

△

ELEV 14

101° to

TDZE

⁹⁷Δ

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
LNAV MDA	1100-1¼	1100-1½	NA	
	1086 (1100-1¼)	1086 (1100-1½)		
CIRCLING	1100-1¼	1100-1½	NA	
	1086 (1100-1¼)	1086 (1100-1½)		

REIL Rwy 10 **L**
MIRL Rwy 10-28 **L**

APP CRS	Rwy Idg	3000
267°	TDZE	14
	Apt Elev	14


RNAV (GPS) RWY 28

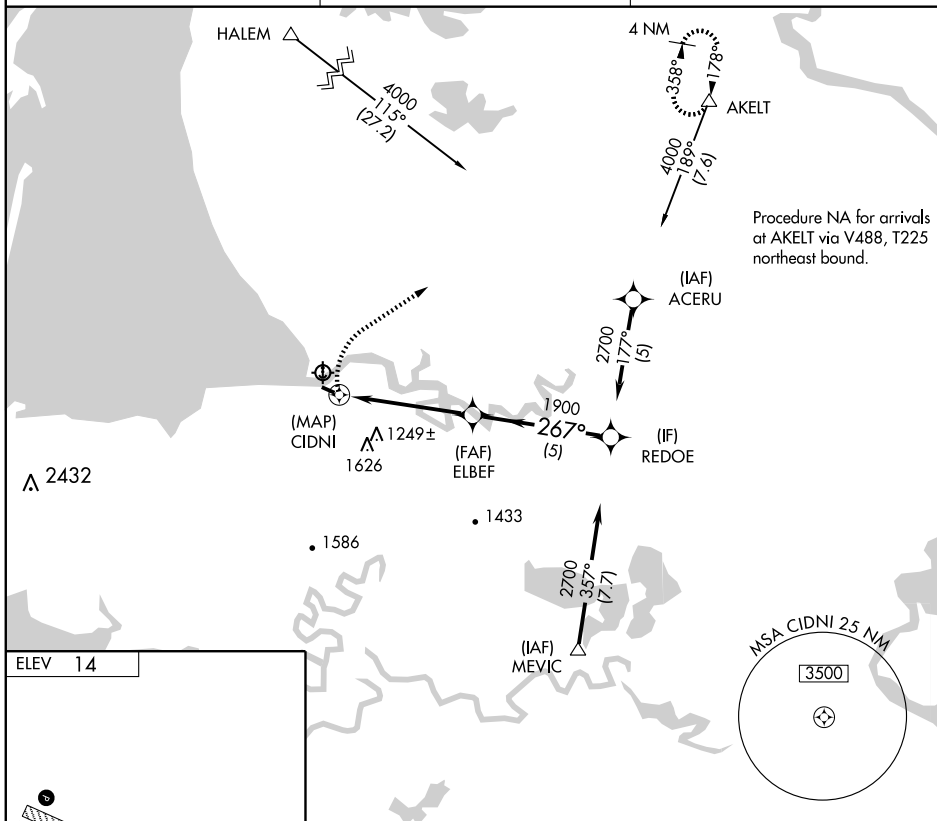
- T** Circling NA south of Rwy 10-28. DME/DME RNP-0.3 NA. Visibility reduction by
A helicopters NA. VDP NA when using Hooper Bay altimeter setting. When local altimeter
 setting not recieved, use Hooper Bay altimeter setting and increase all MDA 360 feet.

MISSED APPROACH:
Climbing right turn to 4000
direct AKELT and hold.

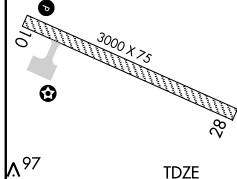
ASOS
118.425

ANCHORAGE CENTER
124.5 226.8

UNICOM
123.0 (CTAF) 



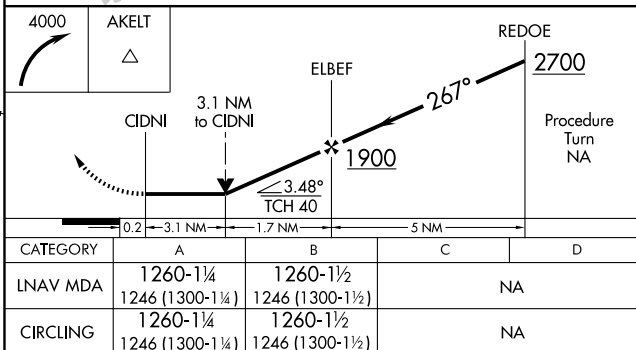
ELEV	14
------	----



LA 97

TDZE

267° to
CIDNI



RFIL Rwy 10

MIRL Rwy 10-28 L

APP CRS 037°	Rwy Idg 3002 TDZE 17 Apt Elev 17
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RNAV (GPS) RWY 4

SELAWIK (WLK) (PASK)

 	<p>DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Kotzebue altimeter setting and increase all MDAs 160 feet. VDP NA when using Kotzebue altimeter setting</p>	<p>MISSED APPROACH: Climbing right turn to 3400 direct PYIL and hold.</p>
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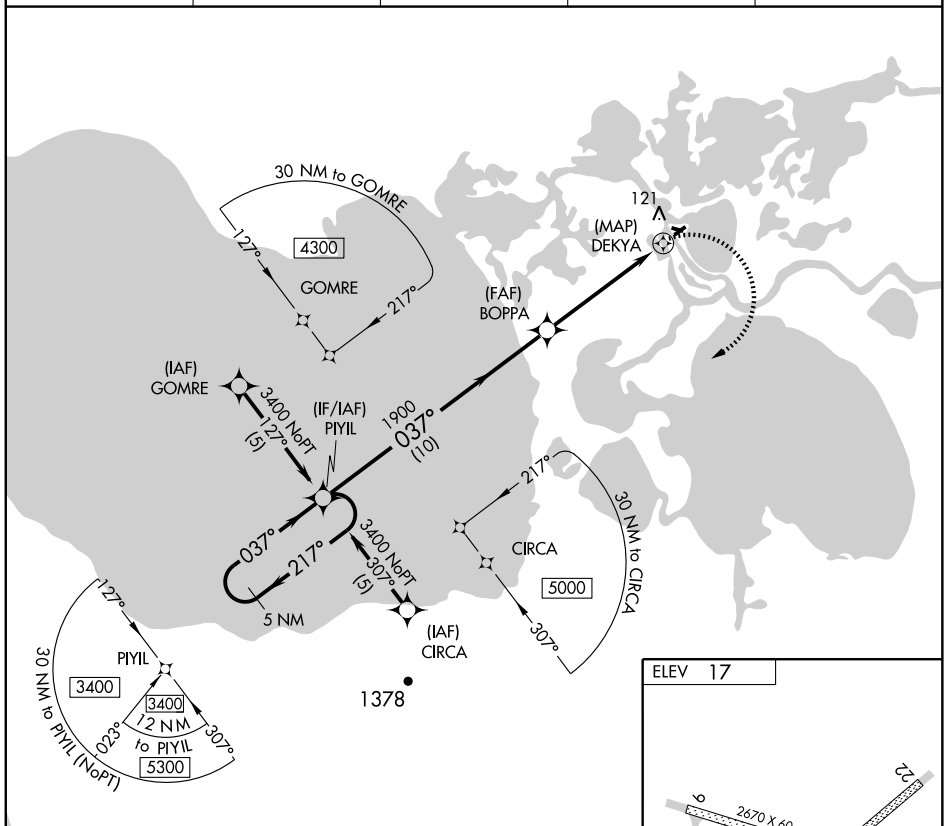
AWOS-3
135.65

ANCHORAGE CENTER
119.2 263.0

KOTZEBUE RADIO
122.50

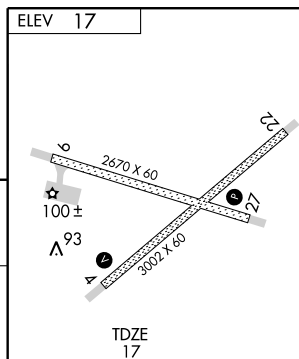
CTAF
122.7 

122.5 L ★



AK. 22 OCT 2009 to 17 DEC 2009

CATEGORY	A	B	C	D
LNAV MDA	420-1	403 (500-1)	420-1½	403 (500-1½)
CIRCLING	440-1 423 (500-1)	480-1 463 (500-1)	480-1½ 463 (500-1½)	580-2 563 (600-2)



MIRL Rwys 9-27 and 4-22 **L**
REIL Rwys 4, 9, 22 and 27 **L**

APP CRS
270°

Rwy Idg	2670
TDZE	15
Apt Elev	17

RNAV (GPS) RWY 27
SELAWIK (WLK) (PASK)

SELAWIK (WŁK) (PASK)



DME/DME RNP-0.3 NA. If local altimeter setting not received, use Kotzebue altimeter setting and increase all MDAs 160 feet. VDP NA when using Kotzebue altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 direct URAKY and hold.

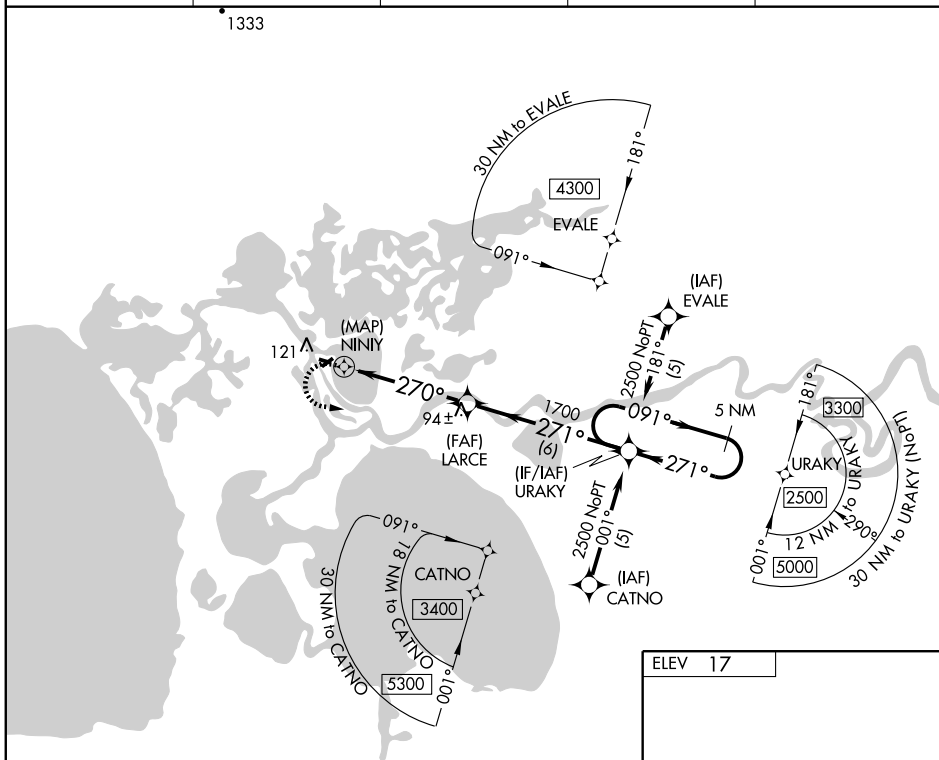
AWOS-3
135.65

ANCHORAGE CENTER
119.2 263.0

KOTZEBUE RADIO
122.50

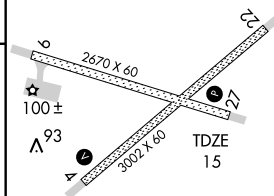
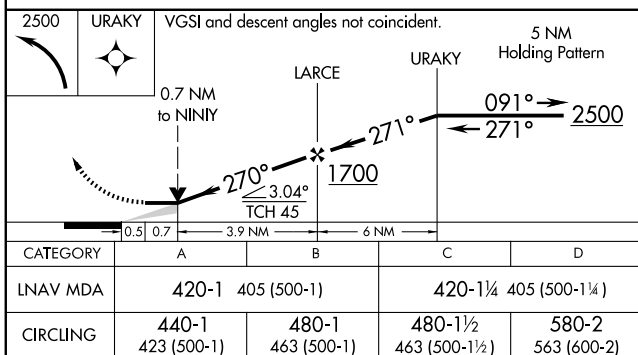
CTAF
122.7 **L**★

122.5 L ★



1378

ELEV 17



MIRL Rwys 9-27 and 4-22 **L**
REIL Rwys 4, 9, 22 and 27 **L**

APP CRS 217°	Rwy Idg TDZE Apt Elev	3002 17 17
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RNAV (GPS) Y RWY 22

SELAWIK (WLK) (PASK)



DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Kotzebue altimeter setting
and increase all MDAs 160 feet.

MISSED APPROACH: Climb to 3000 direct BECAY and left turn via 127° track to APACU and left turn via 037° track to ESAVE and hold.

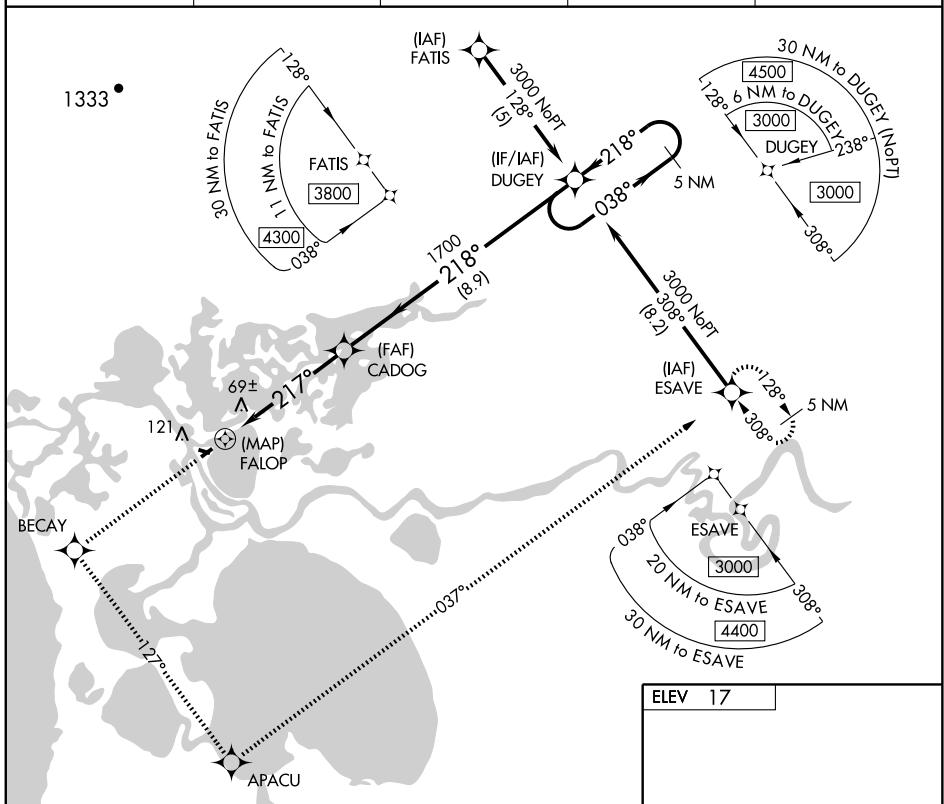
AWOS-3
135.65

ANCHORAGE CENTER
119.2 263.0

KOTZEBUE RADIO
122.50

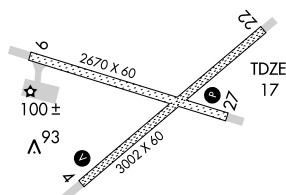
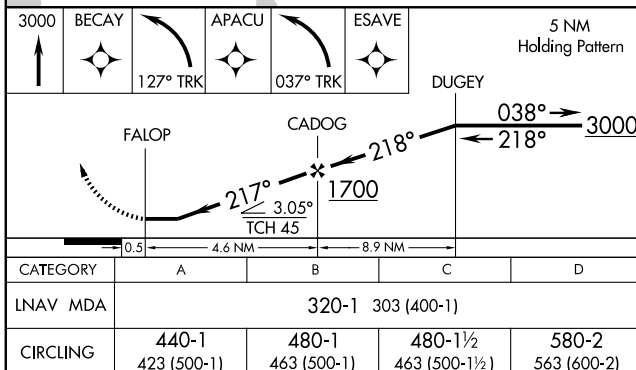
CTAF
122.7 **L** ★

122.5 L ★



AK. 22 OCT 2009 to 17 DEC 2009

ELEV 17

17MIRL Rwy 9-27 and 4-22 **L**REIL Rwys 4, 9, 22 and 27 **L**

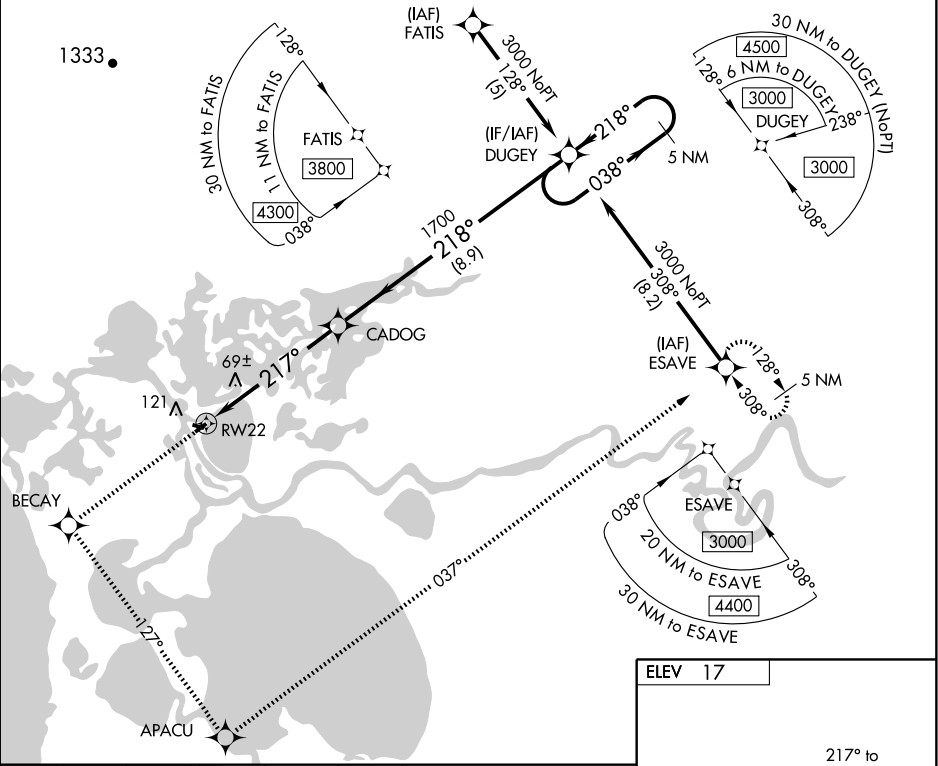
WAAS CH 40404 W22A	APP CRS 217°	Rwy Idg TDZE Apt Elev	3002 17 17
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RNAV (GPS) Z RWY 22
SELAWIK (WLK) (PASK)

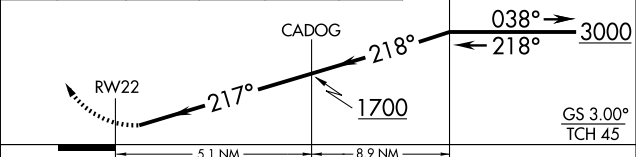
▽ Baro-VNAV NA when using Kotzebue altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Kotzebue altimeter setting and increase all DAs/MDAs 160 feet.

MISSED APPROACH: Climb to 3000 direct BECAY and left turn via 127° track to APACU and left turn via 037° track to ESAVE and hold.

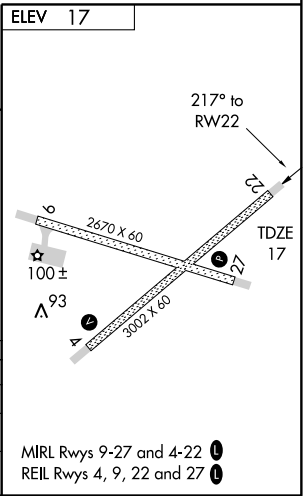
AWOS-3 135.65	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 122.50	CTAF 122.7 0 *	122.5 0 *
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3000	BECAY	APACU	ESAVE
↑	127° TRK	037° TRK	



CATEGORY	A	B	C	D
LPV DA	267-1 250 (300-1)			
LNAV/VNAV DA	364-1¼ 347 (400-1¼)			
CIRCLING	440-1¼ 423 (500-1¼)	480-1¼ 463 (500-1¼)	480-1½ 463 (500-1½)	580-2 563 (600-2)



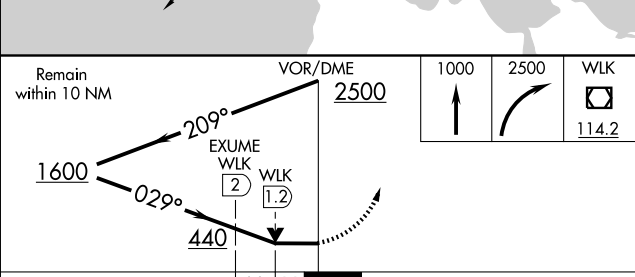
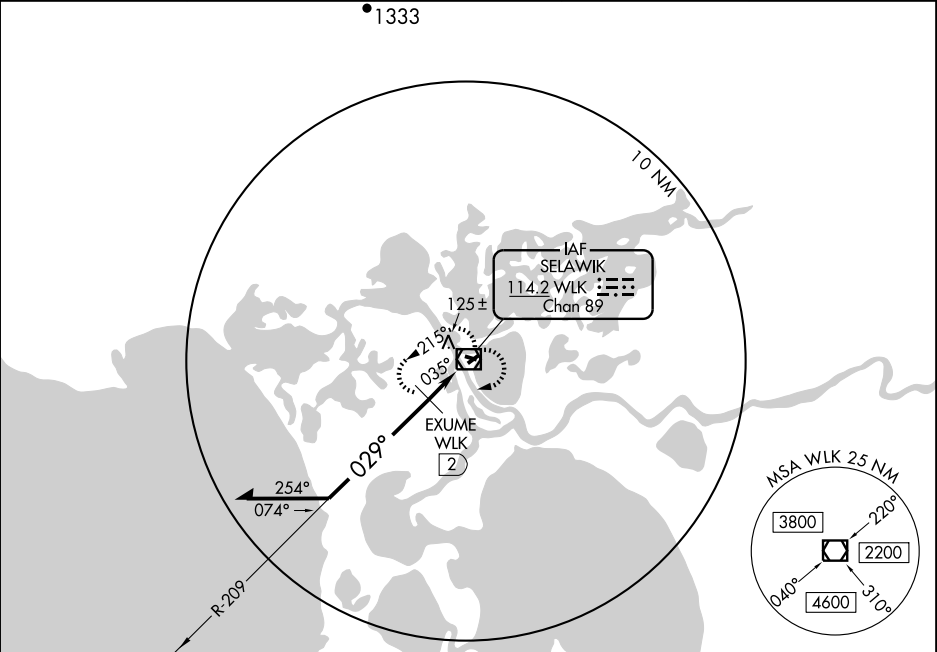
VOR/DME WLK	APP CRS	Rwy Idg	3002
114.2	029°	TDZE	17
Chan 89		Apt Elev	17

VOR RWY 4
SELAWIK (WLK) (PASK)

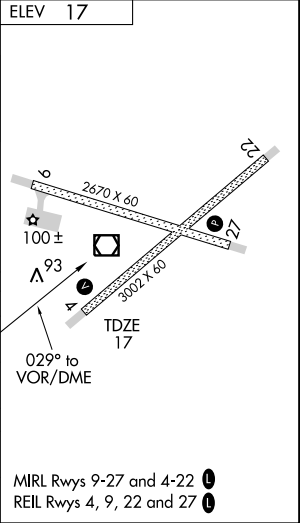
▼ Visibility reduction by helicopters NA. If local altimeter setting not received, use Kotzebue altimeter setting and increase all MDAs 160 feet. VDP NA when using Kotzebue altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct in WLK VOR/DME and hold, continue climb-in-hold to 2500.

AWOS-3 135.65	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 122.50	CTAF 122.7 0 *	122.5 0 *
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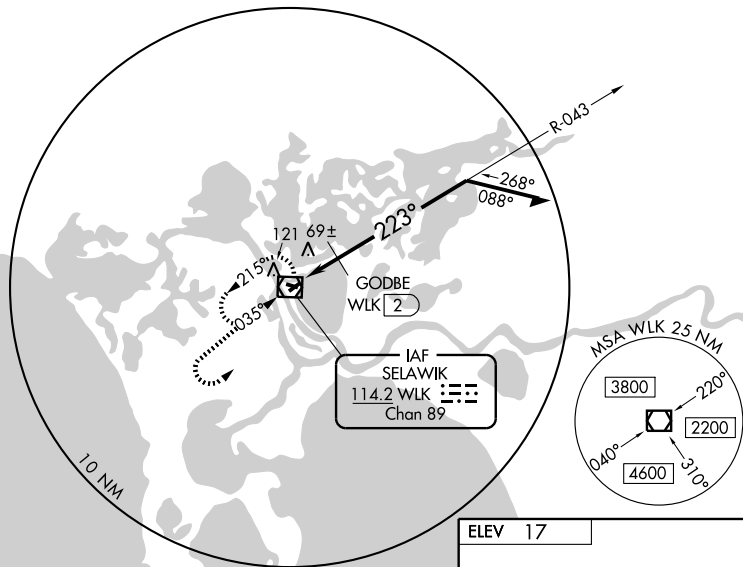
CATEGORY	A	B	C	D
S-4	440-1	423 (500-1)	440-1 ¼	423 (500-1 ¼)
CIRCLING	440-1 423 (500-1)	480-1 463 (500-1)	480-1 ½ 463 (500-1 ½)	580-2 563 (600-2)
EXUME FIX MINIMUMS				
S-4	380-1	363 (400-1)	380-1 ¼	363 (400-1 ¼)
CIRCLING	440-1 423 (500-1)	480-1 463 (500-1)	480-1 ½ 463 (500-1 ½)	580-2 563 (600-2)



VOR RWY 22
SELAWIK (WLK) (PASK)

MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 direct WLK VOR/DME and hold, continue climb-in-hold to 2500.

122.5 L ★



Remain within 10 NM

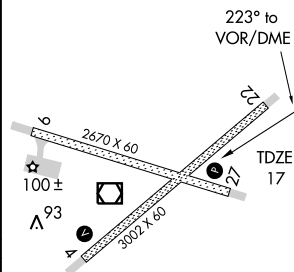
VOR/DME 2500

GODBE WLK 2 400 1600



043° 223°

1.6 NM

ELEV 17



CATEGORY	A	B	C	D
S-22	400-1 383 (400-1)			400-1¼ 383 (400-1¼)
CIRCLING	440-1 423 (500-1)	480-1 463 (500-1)	480-1½ 463 (500-1½)	580-2 563 (600-2)
GODBE FIX MINIMUMS				
S-22	340-1 323 (400-1)			
CIRCLING	440-1 423 (500-1)	480-1 463 (500-1)	480-1½ 463 (500-1½)	580-2 563 (600-2)

MIRL Rwy 9-27 and 4-22 
REIL Rwy 4, 9, 22 and 27 

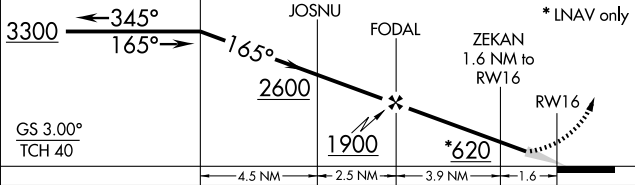
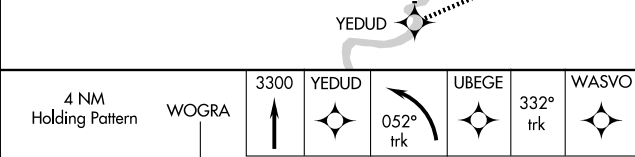
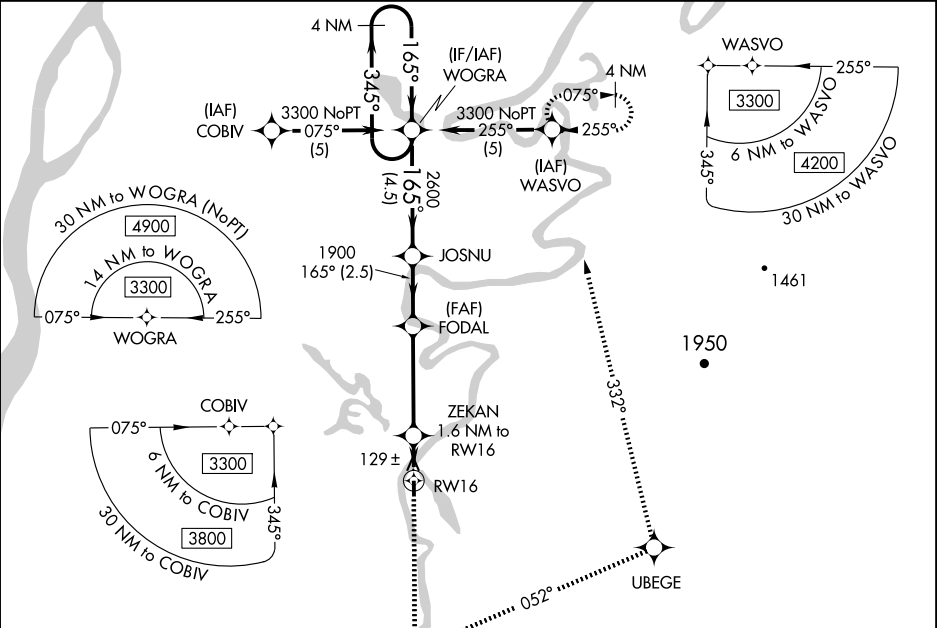
WAAS CH 45610 W16A	APP CRS 165°	Rwy Idg 3400 TDZE 79 Apt Elev 79
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RNAV (GPS) RWY 16
SHAGELUK (SHX)

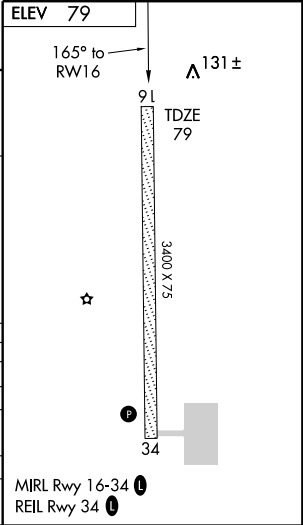
- Baro-VNAV NA.
- DME/DME RNP-0.3 NA.
- Use Anvik altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climb to 3300 direct YEDUD and left turn via 052° track to UBEGE and via 332° track to WASVO and hold.

ANVIK AWOS 133.550	ANCHORAGE CENTER 135.7 335.5	UNICOM 122.8 (CTAF)
------------------------------	--	-------------------------------



CATEGORY	A	B	C	D
LPV DA	423-1¼	344 (400-1¼)		NA
LNAV/VNAV DA	462-1¼	383 (400-1¼)		NA
LNAV MDA	460-1	381 (400-1)		NA
CIRCLING	520-1 441 (500-1)	540-1 461 (500-1)		NA



APP CRS	Rwy Idg	3400
345°	TDZE	79
	Apt Elev	79

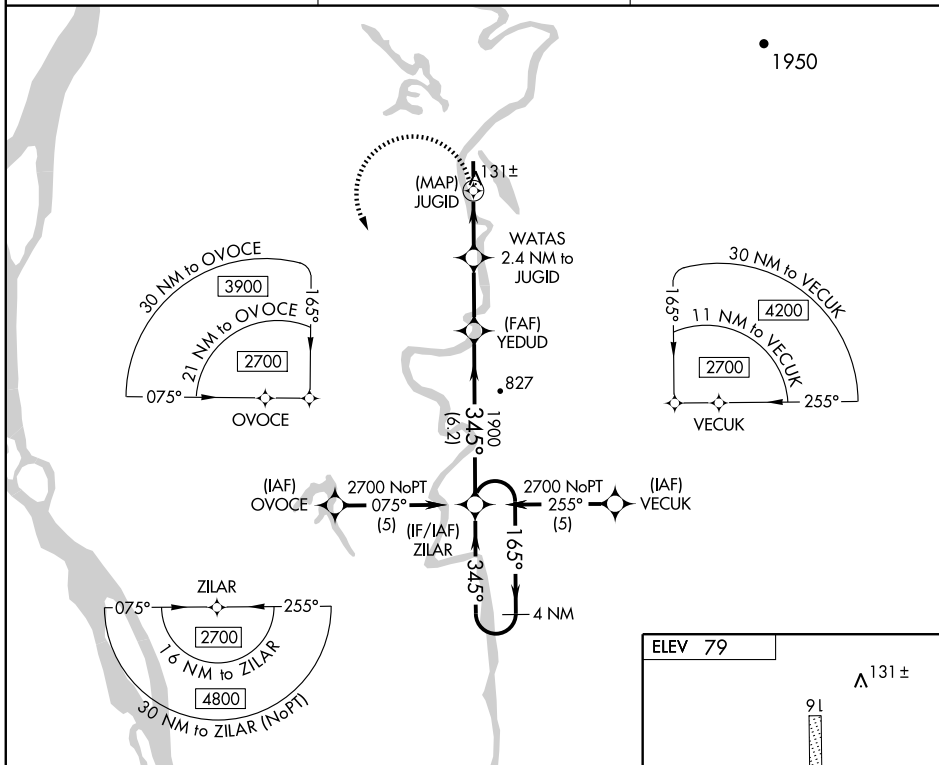
RNAV (GPS) RWY 34
SHAGELUK (SHX)

T	DME/DME RNP- 0.3 NA.
A NA	Visibility reduction by helicopters NA. Use Anvik altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climbing left turn to 2700 direct ZILAR and hold.

ANVIK AWOS
133.550

ANCHORAGE CENTER
135.7 335.5

UNICOM
122.8 (CTAF) **L**

AK. 22 OCT 2009 to 17 DEC 2009

VGS and descent angles not coincident.

4 NM Holding Pattern

ZILAR

2700

165°

345°

345°

YEDUD

WATAS 2.4 NM to JUGID

3.05°

TCH 40

JUGID

1900

1040

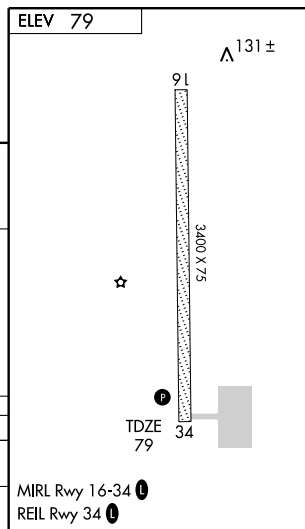
6.2 NM

2.6 NM

2.4 NM

0.5

CATEGORY	A	B	C	D
RNAV MDA	480-1	401 (500-1)	NA	
CIRCLING	520-1 441 (500-1)	540-1 461 (500-1)	NA	



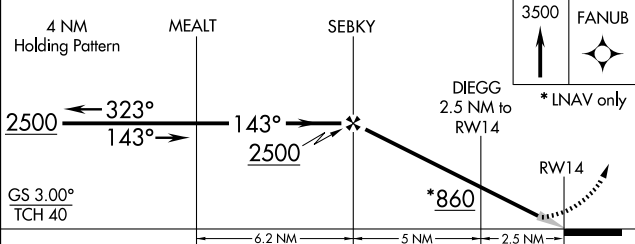
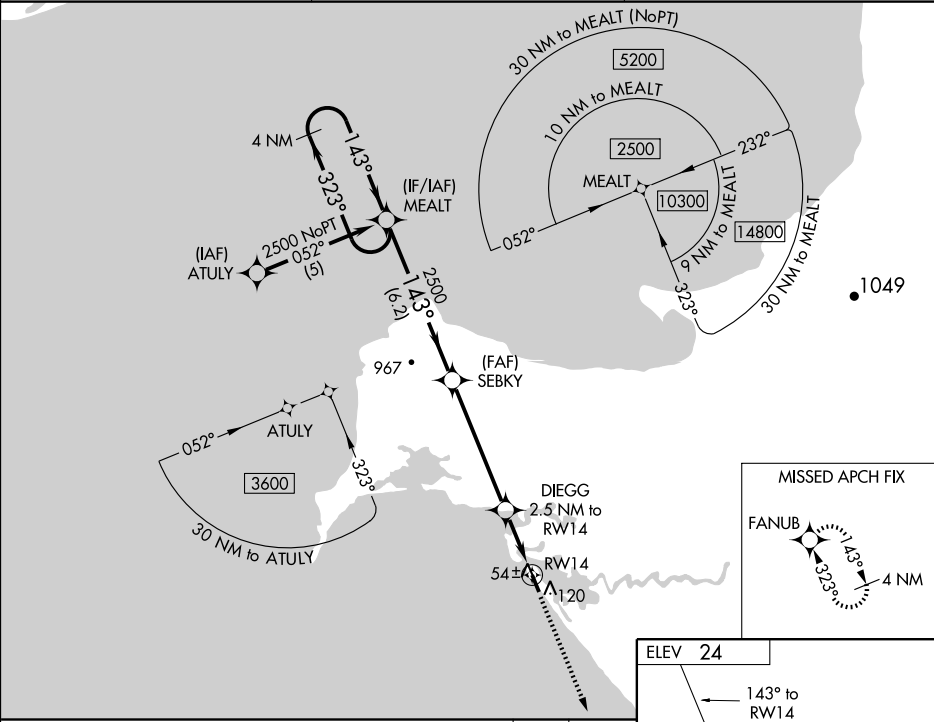
WAAS CH 63013 W14A	APP CRS 143°	Rwy Idg TDZE Apt Elev	4001 21 24
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RNAV (GPS) RWY 14
SHAKTOOLIK (2C7) (PFSH)

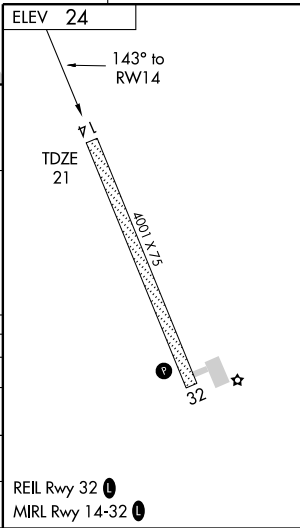
Baro-VNAV NA. DME/DME RNP-0.3 NA.
Use Unalakleet altimeter setting, when not received, use Koyuk altimeter setting and increase all DA 25 feet and all MDA 40 feet, increase LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 3500 direct FANUB and hold, continue climb-in-hold to 3500.

UNALAKLEET AWOS-3 132.25	ANCHORAGE CENTER 135.7 335.5	UNICOM 122.8 (CTAF) 0
------------------------------------	--	---------------------------------



CATEGORY	A	B	C	D
LPV DA	344-1¼	323 (400-1¼)		
LNAV/VNAV DA	397-1¼	376 (400-1¼)		
LNAV MDA	380-1	359 (400-1)	380-1¼	359 (400-1¼)
CIRCLING	560-1	536 (600-1)	560-1½	580-2

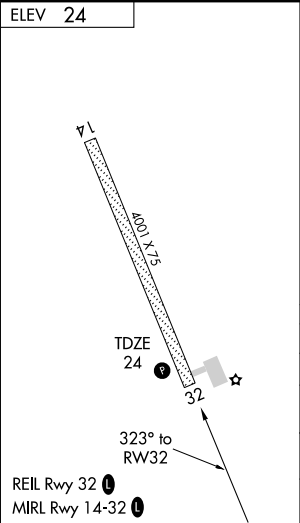
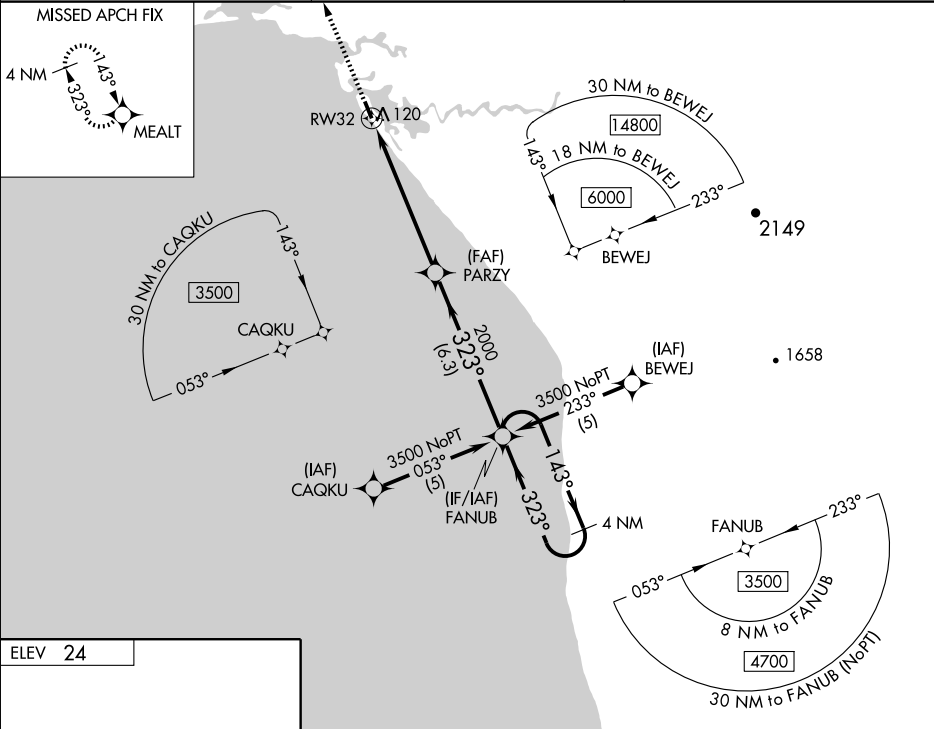












WAAS CH 69413 W32A	APP CRS 323°	Rwy Idg TDZE Apt Elev	4001 24 24
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RNAV (GPS) RWY 32
SHAKTOOLIK (2C7) (PFSH)

NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Unalakleet altimeter setting, when not received, use Koyuk altimeter setting and increase all DA 25 feet and all MDA 40 feet.	MISSED APPROACH: Climb to 2500 direct MEALT and hold.
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UNALAKLEET AWOS-3 132.25	ANCHORAGE CENTER 135.7 335.5	UNICOM 122.8 (CTAF) 0
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2500	MEALT	VGSI and RNAV glidepath not coincident.		FANUB	4 NM Holding Pattern	
				PARZY		
						
						
		6 NM		6.3 NM		
CATEGORY	A	B	C	D		
LPV DA	347-1¼		323 (400-1¼)			
LNAV/VNAV DA	493-1¾		469 (500-1¾)			
LNAV MDA	540-1	516 (600-1)	540-1½ 516 (600-1½)	540-1¾ 516 (600-1¾)		
CIRCLING	560-1	536 (600-1)	560-1½ 536 (600-1½)	580-2 556 (600-2)		

CTAF
127.2 352.05

FIELD
ELEV
95

MB-100

FIRESTATION

HANGAR 2

HANGAR 3

ALT HOT
CARGO

CONTROL
TOWER
(CLOSED)

BASE OPS

TRANSIENT
RAMP

HANGAR 6

HANGAR 7

HANGAR 8

HOT
CARGO
AREA

RWY 10-28
PCN 62 F/B/X/T

ELEV
80

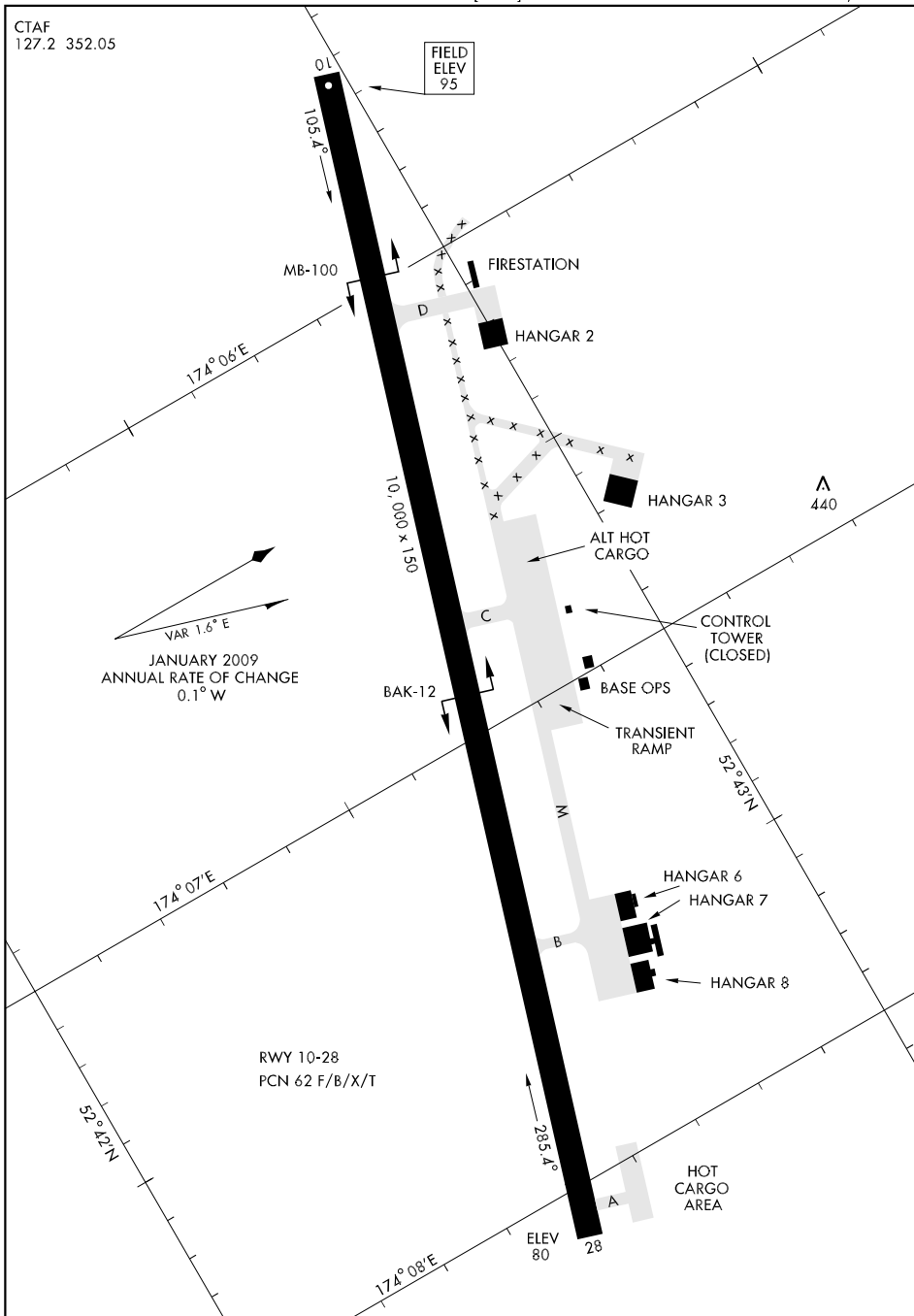
WGS DATUM

SHEMYA ISLAND, ALASKA

AK 22 OCT 2009 to 17 DEC 2009

VAR 1.6° E
JANUARY 2009
ANNUAL RATE OF CHANGE
0.1° W

AIRPORT DIAGRAM



LOC I-SYA 110.1	APCH CRS 285°	Rwy Idg 10,000 TDZE 88 Arprt Elev 95
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AL-1246 [USAF]

EARECKSON AS (PASY)

- * When ALS inop, for CAT AB, increase vis to $\frac{3}{4}$ mile.
 ** When ALS inop, increase vis all CATS to 1 mile.
 *** Circling Not Authorized in area N of Rwy 10-28.

SALS



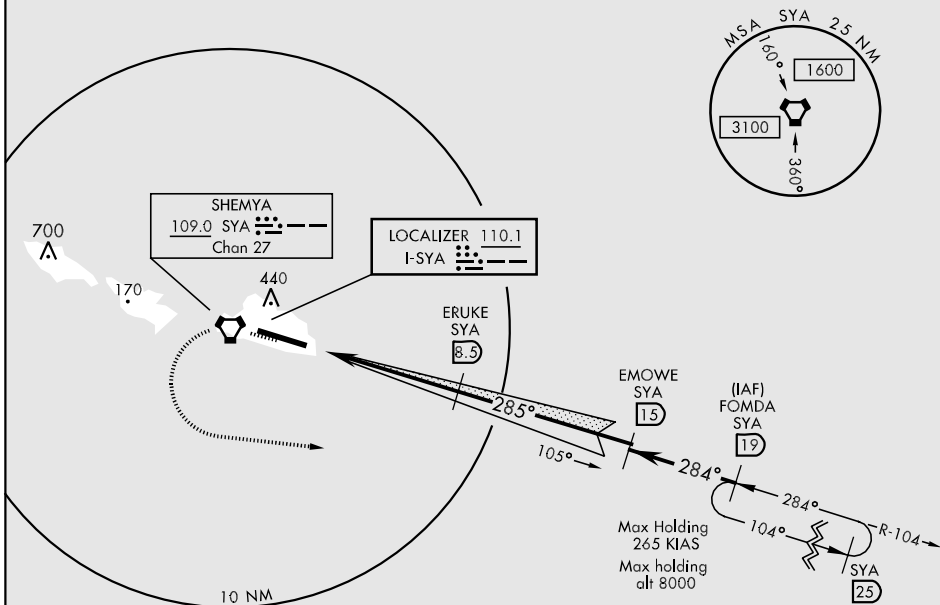
MISSED APPROACH: Climbing left turn direct SYA
 R-104/19 DME (FOMDA) to 3000 and hold, or higher
 as may be assigned by ATC.

ANCHORAGE CENTER
119.1 339.8

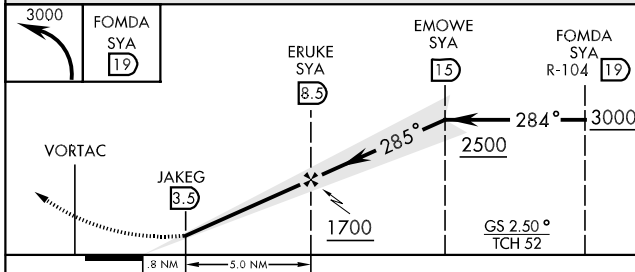
CTAF
127.2 352.05 0

ASOS
135.65

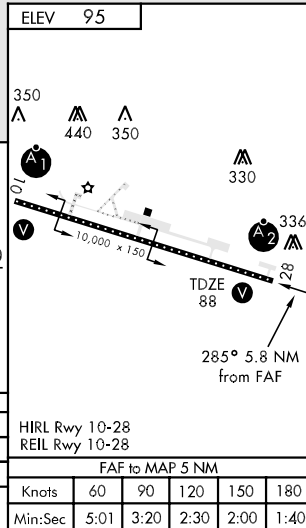
CAUTION: Numerous obstructions in area N of Rwy 10-28.



EMERG SAFE ALT 100 NM 5200



CATEGORY	A	B	C	D	E
S-ILS 28*	288- $\frac{1}{2}$	200 (200- $\frac{1}{2}$)	288- $\frac{3}{4}$	200 (200- $\frac{3}{4}$)	
S-LOC 28**		340- $\frac{3}{4}$	252 (300- $\frac{3}{4}$)		
CIRCLING***	460-1 365 (400-1)	560-1 465 (500-1)	560-1 $\frac{1}{2}$ 465(500-1 $\frac{1}{2}$)	660-2 565 (600-2)	



VORTAC SYA 109.0 Chan 27	APCH CRS 092°	Rwy Idg 10,000 TDZE Arpt Elev 95
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AL-1246 [USAF]

EARECKSON AS (PASY)

* When ALS inop, increase vis to 1½ mile.

** Circling Not Authorized in area N of Rwy 10-28.

ALSF-1



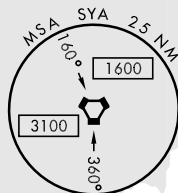
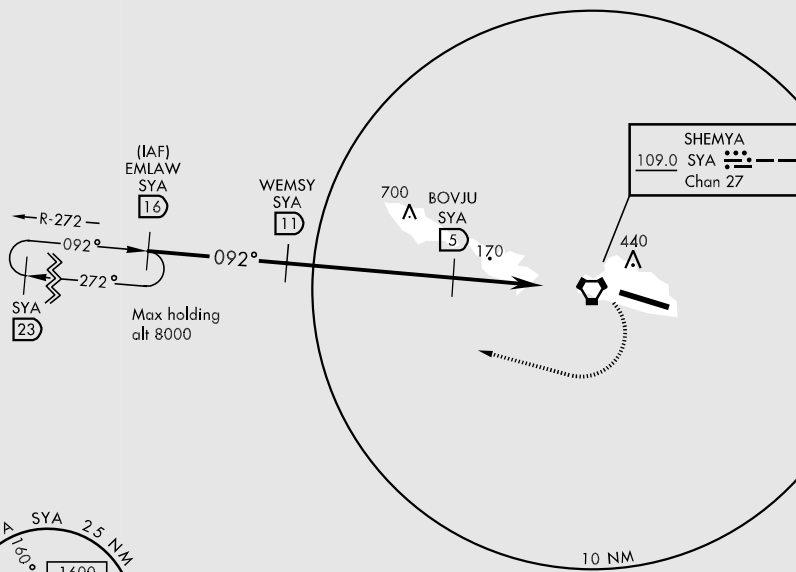
MISSED APPROACH: Climbing right turn direct
SYA R-272/16 DME (EMLAW) to 4000 and hold,
or higher as may be assigned by ATC.

ANCHORAGE CENTER
119.1 339.8

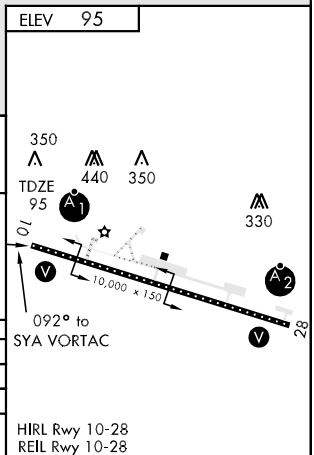
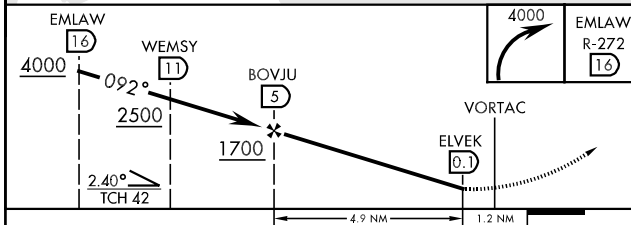
CTAF
127.2 352.05 0

ASOS
135.65

CAUTION: Numerous obstructions in area N of Rwy 10-28.



EMERG SAFE ALT 100 NM 5200



CATEGORY	A	B	C	D	E
S-VOR 10 *	500-1 405 (500-1)				
S-TAC 10 *	500-1 405 (500-1)				
CIRCLING **	500-1½ 405 (500-1½)	560-1½ 465 (500-1½)	660-2 565 (600-2)		

VORTAC SYA 109.0 Chan 27	APCH CRS 280°	Rwy Idg 10,000 TDZE 88 Arpt Elev 95
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AL-1246 [USAF]

EARECKSON AS (PASY)

* When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.
** Circling Not Authorized in area N of Rwy 10-28.

SALS



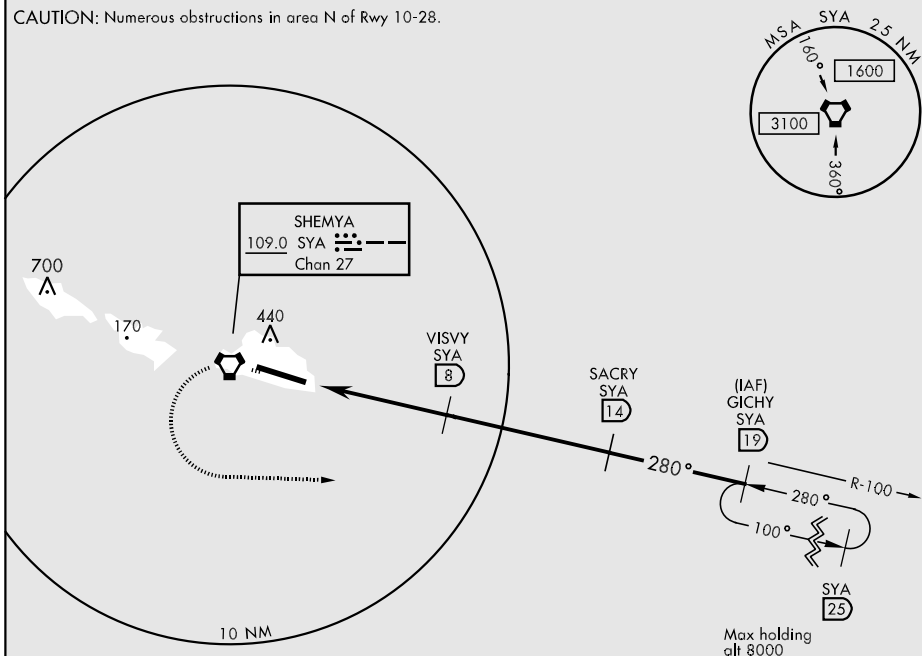
MISSED APPROACH: Climbing left turn direct SYA R-100/19 DME (GICHY) and hold at 3000, or higher as may be directed by ATC.

ANCHORAGE CENTER
119.1 339.8

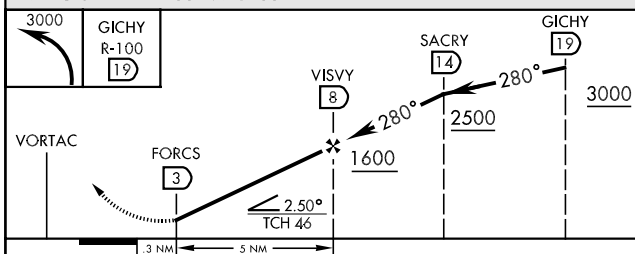
CTAF
127.2 352.05

ASOS
135.65

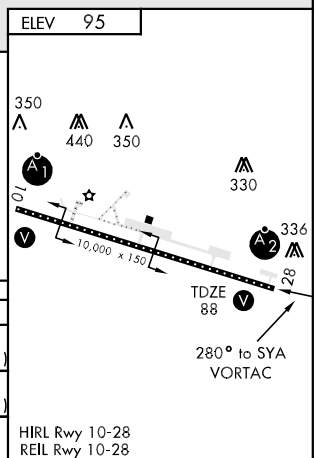
CAUTION: Numerous obstructions in area N of Rwy 10-28.



EMERG SAFE ALT 100 NM 5200



CATEGORY	A	B	C	D	E
S-VOR 28*	660-3/4 572 (600-3/4)		660-1 1/4 572 (600-1 1/4)	660-1 1/2 572 (600-1 1/2)	660-1 3/4 572 (600-1 3/4)
S-TAC 28 *	660-3/4 572 (600-3/4)		660-1 1/4 572 (600-1 1/4)	660-1 1/2 572 (600-1 1/2)	660-1 3/4 572 (600-1 3/4)
CIRCLING**	660-1 565 (600-1)		660-1 1/2 565 (600-1 1/2)	660-2 565 (600-2)	



SHEMYA I., ALEUTIAN I., ALASKA


52°43'N-174°07'E

FARECKSON AS (PASY)

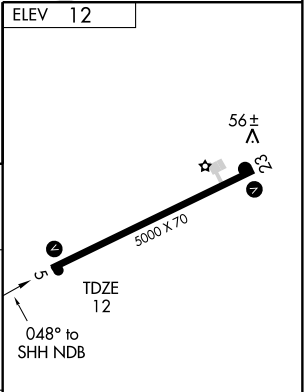
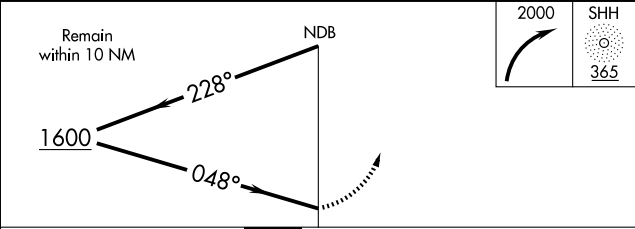
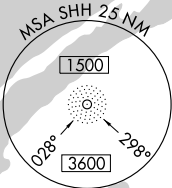
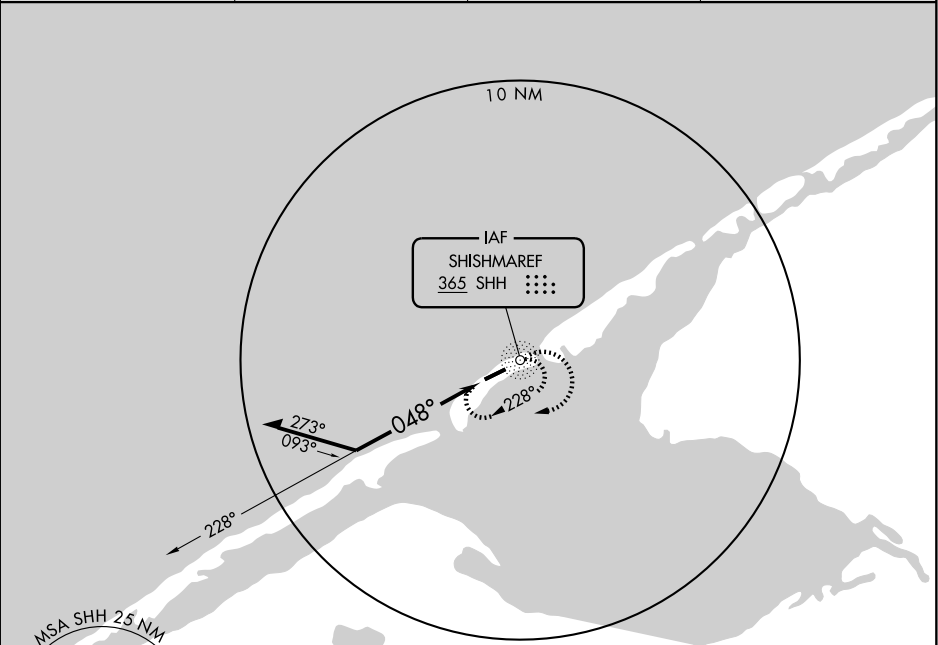
AK, 22 OCT 2009 to 17 DEC 2009

NDB SHH	APP CRS	Rwy Idg	5000
<u>365</u>	<u>048°</u>	TDZE	12
		Apt Elev	12

NDB RWY 5
SHISHMAREF (SHH) (PASH)

	MISSED APPROACH: Climbing right turn to 2000 in SHH NDB holding pattern.
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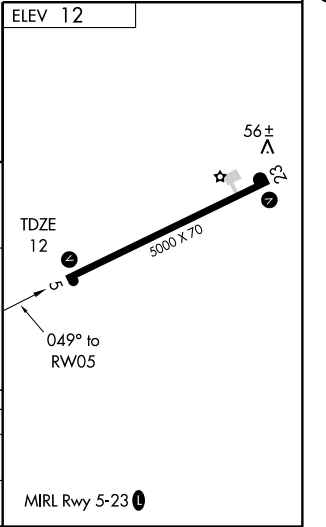
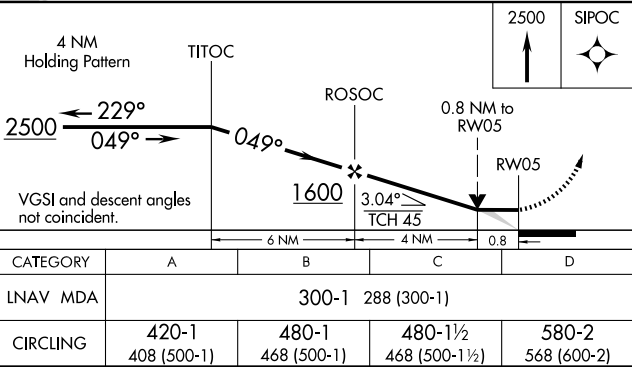
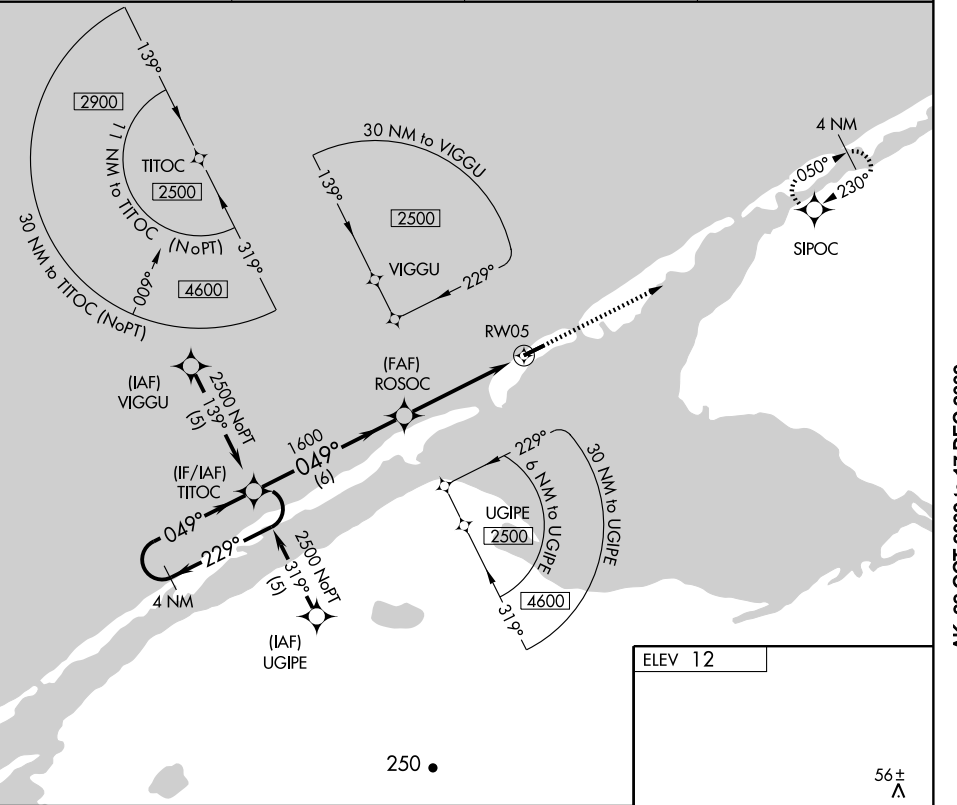
AWOS-3 121.1	ANCHORAGE CENTER 119.2 263.0	NOME RADIO 122.4	CTAF 123.0 
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CATEGORY	A	B	C	D
S-5	460-1	448 (500-1)	460-1¼ 448 (500-1¼)	460-1½ 448 (500-1½)
CIRCLING	460-1	448 (500-1)	480-1½ 468 (500-1½)	580-2 568 (600-2)

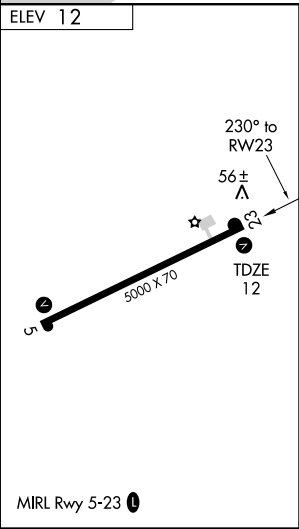
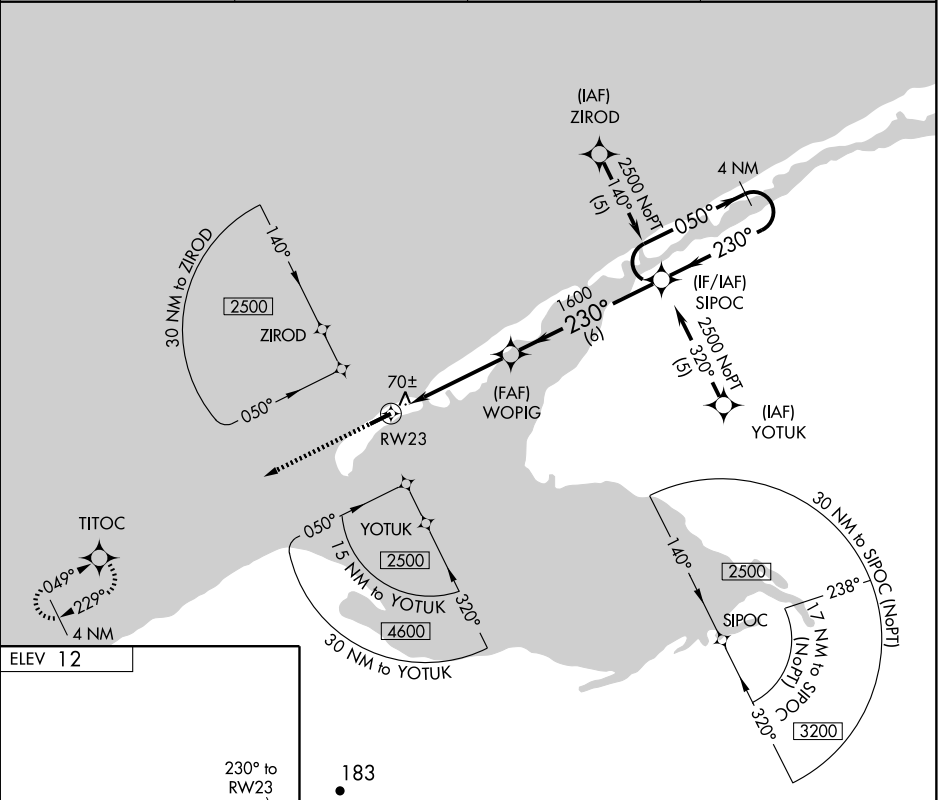
MIRL Rwy 5-23 

<div> </div> <div>DME/DME RNP-0.3 NA.</div>		<div>MISSED APPROACH: Climb to 2500 direct SIPOC and hold.</div>	
<div>AWOS-3</div> <div>121.1</div>	<div>ANCHORAGE CENTER</div> <div>119.2 263.0</div>	<div>NOME RADIO</div> <div>122.4</div>	<div>CTAF</div> <div>123.0</div>



RNAV (GPS) RWY 23
SHISHMAREF (SHH) (PASH)

DME/DME RNP-0.3 NA.		MISSED APPROACH: Climb to 2500 direct TITOC and hold.	
AWOS-3 121.1	ANCHORAGE CENTER 119.2 263.0	NOME RADIO 122.4	CTAF 123.0



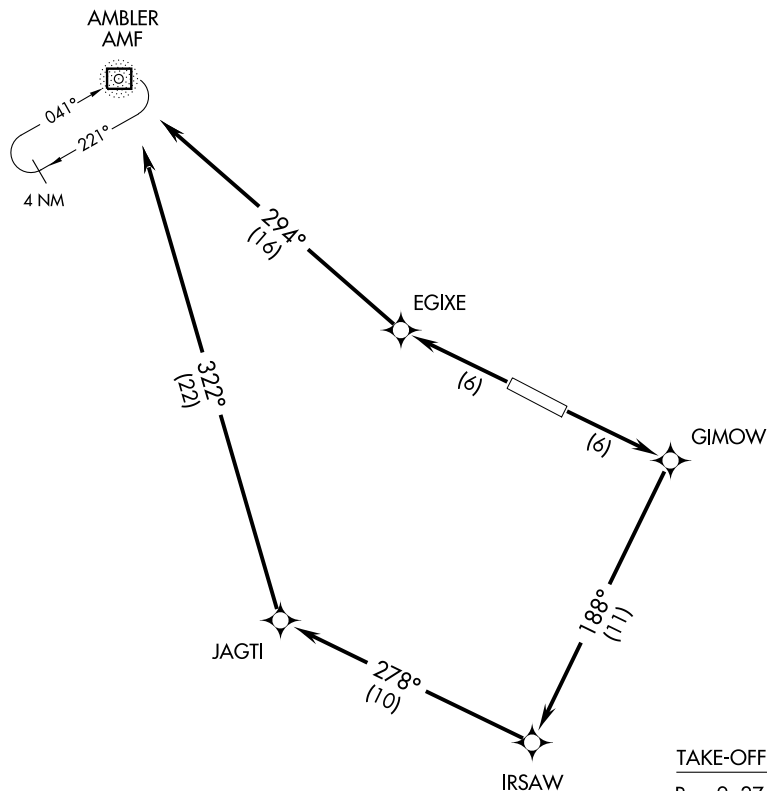
ELEV 12		183		2500 TITOC	
MIRL Rwy 5-23		RW23		SIPOC	
CATEGORY		A		B	
LNAV MDA		380-1		368 (400-1)	
CIRCLING		420-1		480-1	
		408 (500-1)		468 (500-1)	
				480-1½	
				468 (500-1½)	
				580-2	
				568 (600-2)	

AMBLR ONE DEPARTURE (RNAV)

ANCHORAGE CENTER

119.2 263.0

CTAF 122.7

TAKE-OFF MINIMUMS:

Rwy 9, 27 Standard.

NOTE: GPS Required

NOTE: RNAV 1.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 9: Climb to 4000 or ATC assigned higher altitude direct GIMOW, and via track 188° to IRSAW, and via track 278° to JAGTI, and via track 322° to AMF NDB/DME.

TAKE-OFF RWY 27: Climb to 4000 or ATC assigned higher altitude direct EGIXE and via track 294° to AMF NDB/DME.

▼

Use Ambler altimeter setting.

▲ NA

DME/DME RNP-0.3 NA.

MISSED APPROACH:

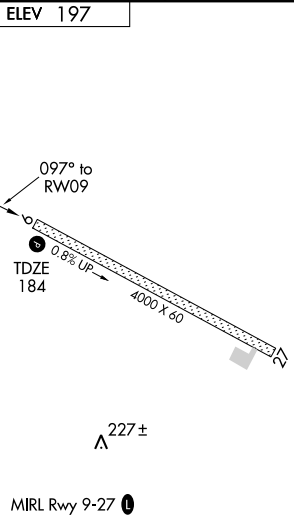
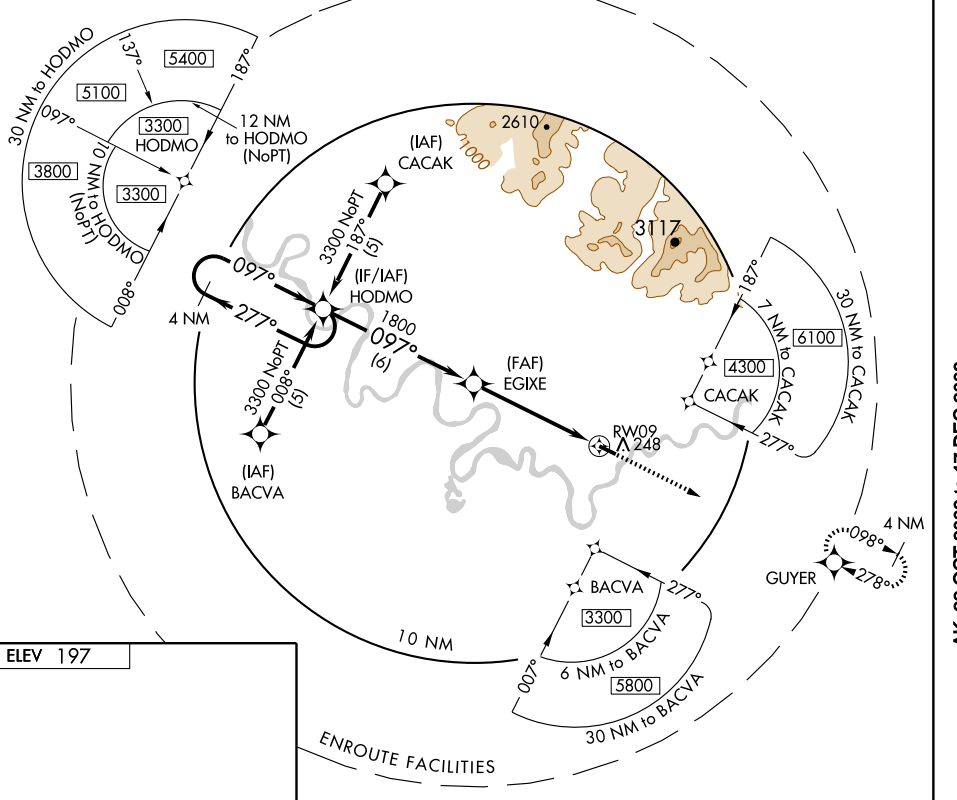
Climb to 5400 direct GUYER WP and hold.

ANCHORAGE CENTER

119.2 263.0

CTAF

122.7 0



4 NM Holding Pattern				
HODMO				
EGIXE				
RWY 09				
3300 ← 277° → 097° → 1800				
6 NM 3.00° TCH 40 5 NM				
CATEGORY	A	B	C	D
LNAV MDA	1440-1¼ 1256 (1300-1¼)	1440-1½ 1256 (1300-1½)	1440-3 1256 (1300-3)	NA
CIRCLING	1440-1¼ 1243 (1300-1¼)	1440-1½ 1243 (1300-1½)	1440-3 1243 (1300-3)	NA

APP CRS
278°

Rwy Idg	4000
TDZE	197
Apt Elev	197

RNAV (GPS) RWY 27
SHUNGNK(SHG)(PAGH)



Use Ambler altimeter setting.



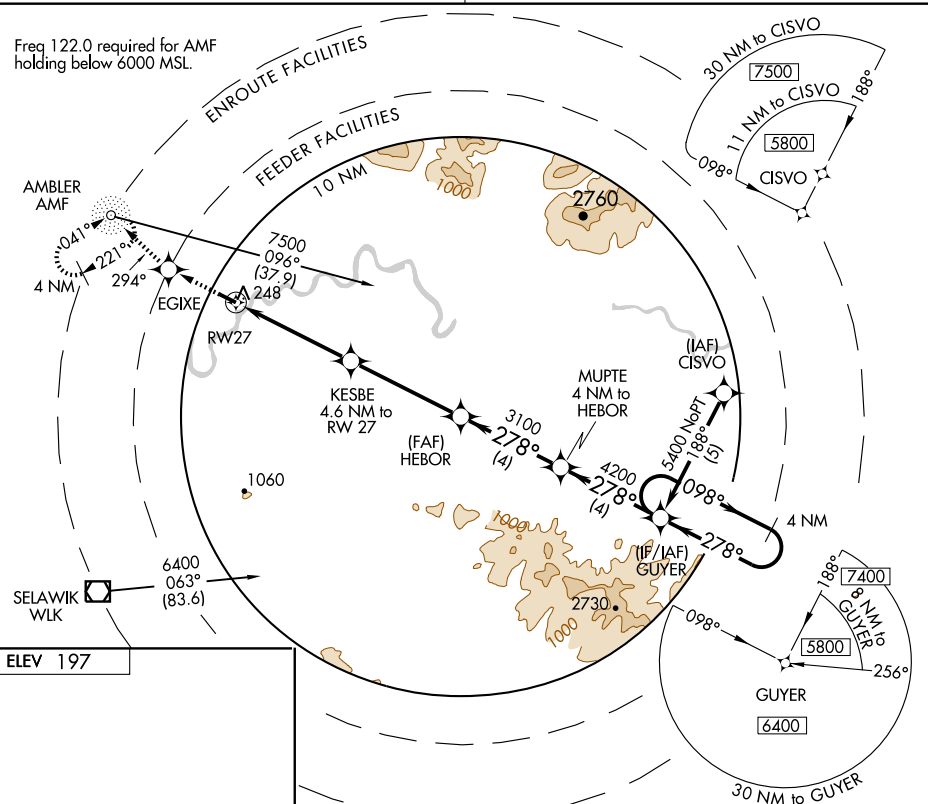
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5000 direct EGIXE WP and via 294° track to AMF NDB and hold.

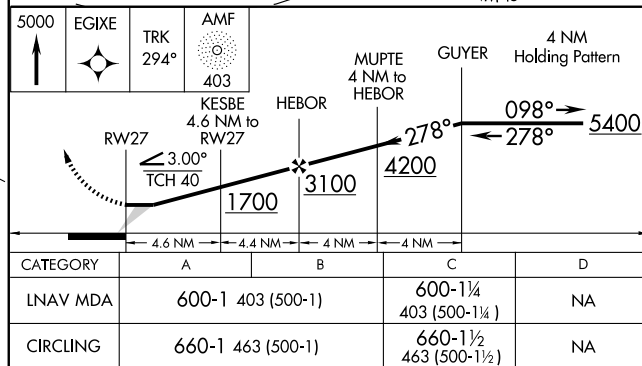
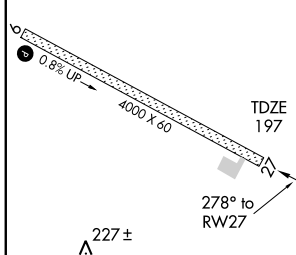
ANCHORAGE CENTER
119.2 263.0

CTAF
122.7

Freq 122.0 required for AMF
holding below 6000 MSL.



AK. 22 OCT 2009 to 17 DEC 2009

MIRL Rwy 9-27 **L**

BIORKA ONE DEPARTURE (OBSTACLE)

SITKA, ALASKA

ATIS 135.9
ANCHORAGE CENTER
126.1 335.5
SITKA RADIO
123.6 (CTAF)
UNICOM 122.95

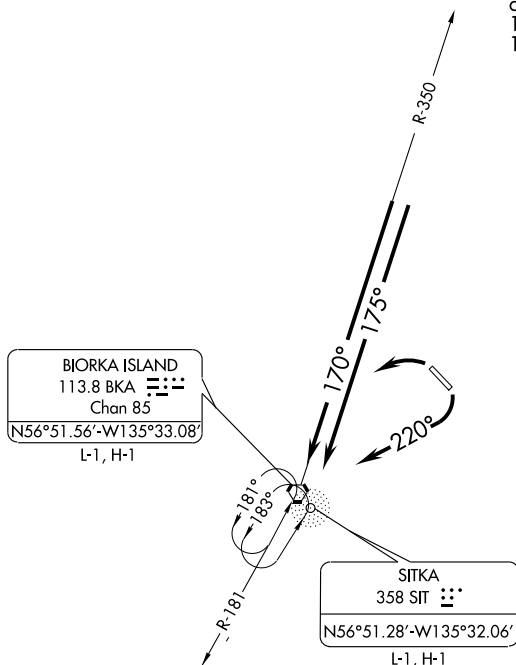
TAKE-OFF OBSTACLES

NOTE: Rwy 11: Multiple trees beginning 2611' from DER, 753' left of centerline, up to 100' AGL/198' MSL. Multiple trees 1942' from DER, 569' right of centerline, up to 75' AGL/136' MSL. Rwy 29: Tree, 401' from DER, 579' right of centerline, 34' AGL/55' MSL. Obstruction Lighting Windsock 81' from DER, 415' right of centerline, 17' AGL/38' MSL. Bush 157' from DER, 505' right of centerline, 13' AGL/34' MSL. Bush 168' from DER, 457' right of centerline, 10' AGL/31' MSL.

WARNING: High Terrain all Quadrants
Mount Edgecumbe 3201' 13 NM
SW of Sitka.

TAKE-OFF MINIMUMS:

Runway 11, Standard with the following minimum climb requirements: 180 knots or less, 390' per NM to 1600; more than 180 knots, 640' per NM to 3400, or 3800-3 for climb in visual conditions.
Runway 29, Standard with minimum climb of 221' per NM to 900, or 3800-3 for climb in visual conditions.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

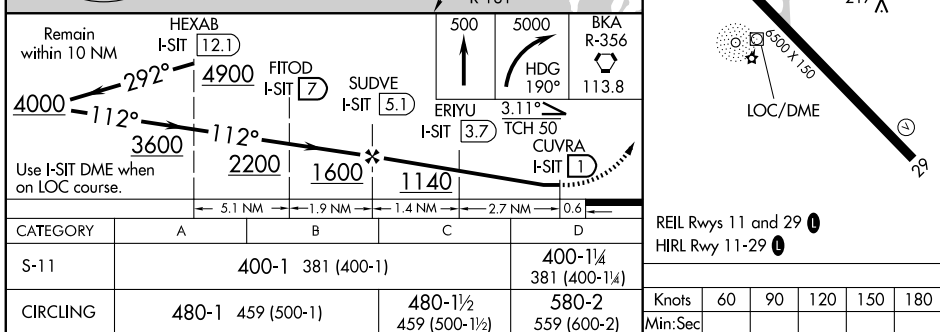
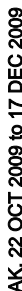
TAKE-OFF RUNWAY 11: Climbing right turn heading 220° to intercept BKA R-350 to BKA VORTAC or SIT NDB 175° course to SIT NDB, or for climb in visual conditions: cross Sitka Rocky Gutierrez Airport at or above 3700 then proceed direct BKA VORTAC or SIT NDB. Thence....

TAKE-OFF RUNWAY 29: Climbing left turn, direct BKA VORTAC or SIT NDB, or for climb in visual conditions: cross Sitka Rocky Gutierrez Airport at or above 3700 then proceed direct BKA VORTAC or SIT NDB. Thence....

....Climb in BKA holding pattern (hold south, left turn 001° inbound) or SIT holding pattern (hold south, left turn 003° inbound) to MEA for route of flight.

SITKA ROCKY GUTIERREZ (SIT) (PASI)


MISSED APPROACH: Climb to 500 then climbing right turn to 5000 via heading 190° and BKA R-356 to BKA VORTAC and hold, continue climb-in-hold to 5000.

UNICOM
122.95

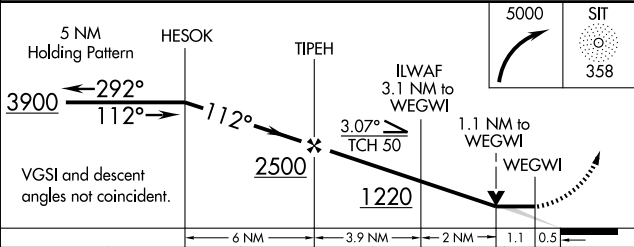
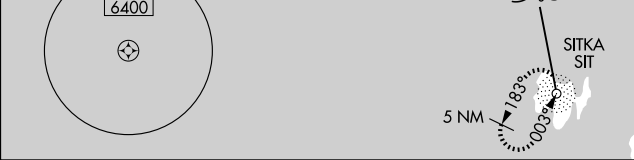
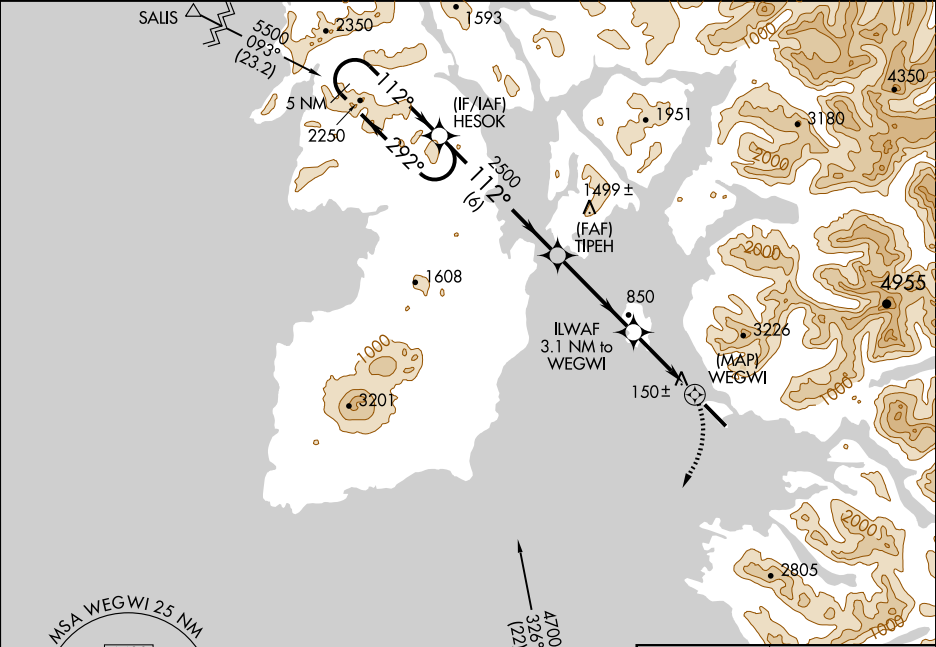
APP CRS	Rwy Idg	6500
112°	TDZE	19
	Apt Elev	21

RNAV (GPS) RWY 11

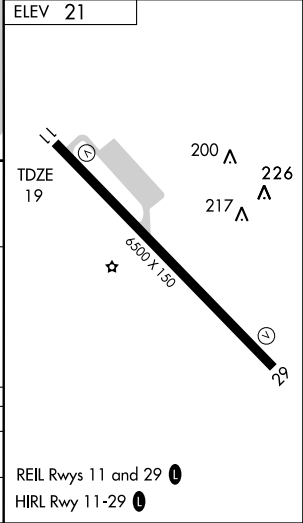
SITKA ROCKY GUTIERREZ (SIT) (PASI)

 Circling NA north of Rwy 11-29. If local altimeter setting not received, procedure NA. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing right turn to 5000 direct SIT NDB and hold, continue climb-in-hold to 5000.
--	--

ATIS 135.9	ANCHORAGE CENTER 126.1 335.5	SITKA RADIO 123.6 (CTAF)  122.2	UNICOM 122.95
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CATEGORY	A	B	C	D
LNAV MDA	580-1 561 (600-1)	580-1½ 561 (600-1½)	580-1¾ 561 (600-1¾)	580-2 559 (600-2)
CIRCLING	580-1 559 (600-1)	580-1½ 559 (600-1½)	580-1¾ 559 (600-1¾)	580-2 559 (600-2)



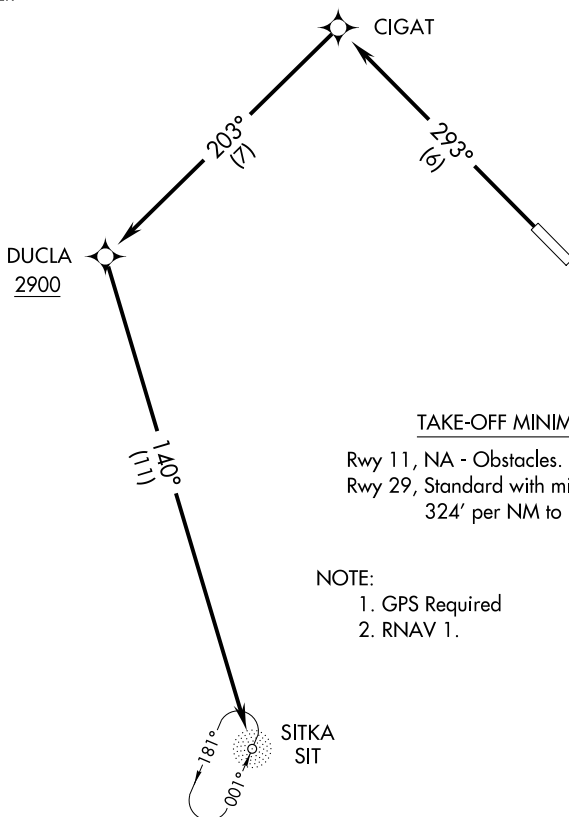
ROCKI ONE DEPARTURE (RNAV)

SITKA ROCKY GUTIERREZ (SIT) (PASI)

SITKA, ALASKA

ATIS 135.9
ANCHORAGE CENTER
126.1 335.5
SITKA RADIO
123.6 (CTAF) 122.2

NOTE: Chart not to scale.

TAKE-OFF MINIMUMS

Rwy 11, NA - Obstacles.

Rwy 29, Standard with minimum climb of 324' per NM to 1400'.

NOTE:

1. GPS Required
2. RNAV 1.

TAKE-OFF OBSTACLES

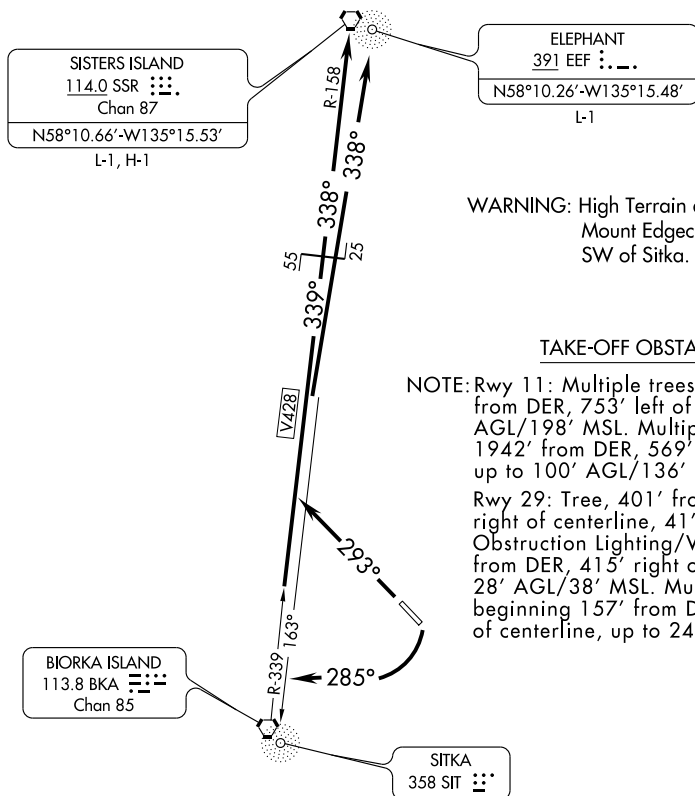
NOTE: Rwy 29, tree 401' from departure end of runway, 579' right of centerline, 41' AGL/55' MSL. Obstruction light on windsock 81' from departure end of runway, 415' right of centerline, 28' AGL/38' MSL. Multiple bushes beginning 157' from departure end of runway, 457' right of centerline, up to 24' AGL/34' MSL.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 29: Climb via heading 293° to 4000 or ATC assigned altitude direct CIGAT, and via 203° track to cross DUCLA at or above 2900, then via 140° track to SIT NDB.

ATIS 135.9
ANCHORAGE CENTER
126.1 335.5
SITKA RADIO
123.6 (CTAF) 122.2



WARNING: High Terrain all Quadrants
Mount Edgecumbe 3201' 13 NM
SW of Sitka.

TAKE-OFF OBSTACLES

NOTE: Rwy 11: Multiple trees beginning 2611' from DER, 753' left of centerline, 100' AGL/198' MSL. Multiple trees beginning 1942' from DER, 569' right of centerline, up to 100' AGL/136' MSL.

Rwy 29: Tree, 401' from DER, 579' right of centerline, 41' AGL/55' MSL. Obstruction Lighting/Windsock 81' from DER, 415' right of centerline, 28' AGL/38' MSL. Multiple bushes beginning 157' from DER, 457' right of centerline, up to 24' AGL/34' MSL.

TAKE-OFF MINIMUMS:

Runway 11, Standard with the following minimum climb requirements: 180 knots or less, 390' per NM to 4500; more than 180 knots, 640' per NM to 3400.

Runway 29, Standard with minimum climb of 357' per NM to 5400.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climbing right turn to heading 285° to join V428 to SSR VORTAC or SIT 343° bearing from SIT NDB and EEF 338° bearing to EEF NDB.

TAKE-OFF RUNWAY 29: Climb via heading 293° to join V428 to SSR VORTAC or SIT 343° bearing from SIT NDB and EEF 338° bearing to EEF NDB.

▼

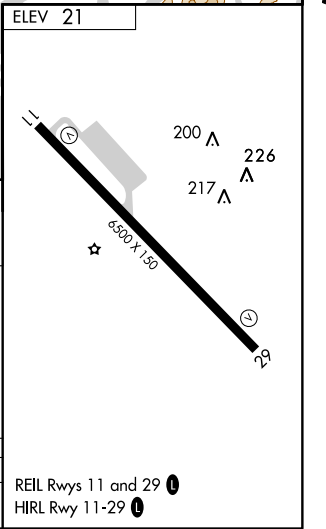
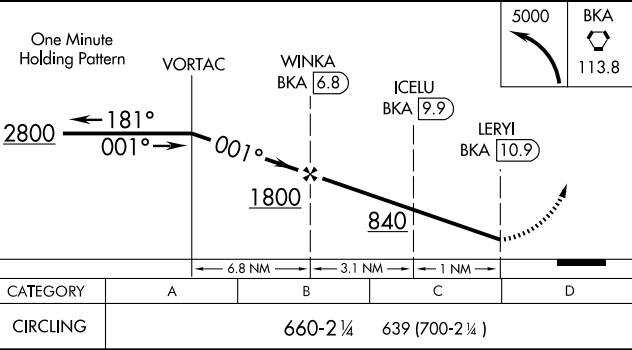
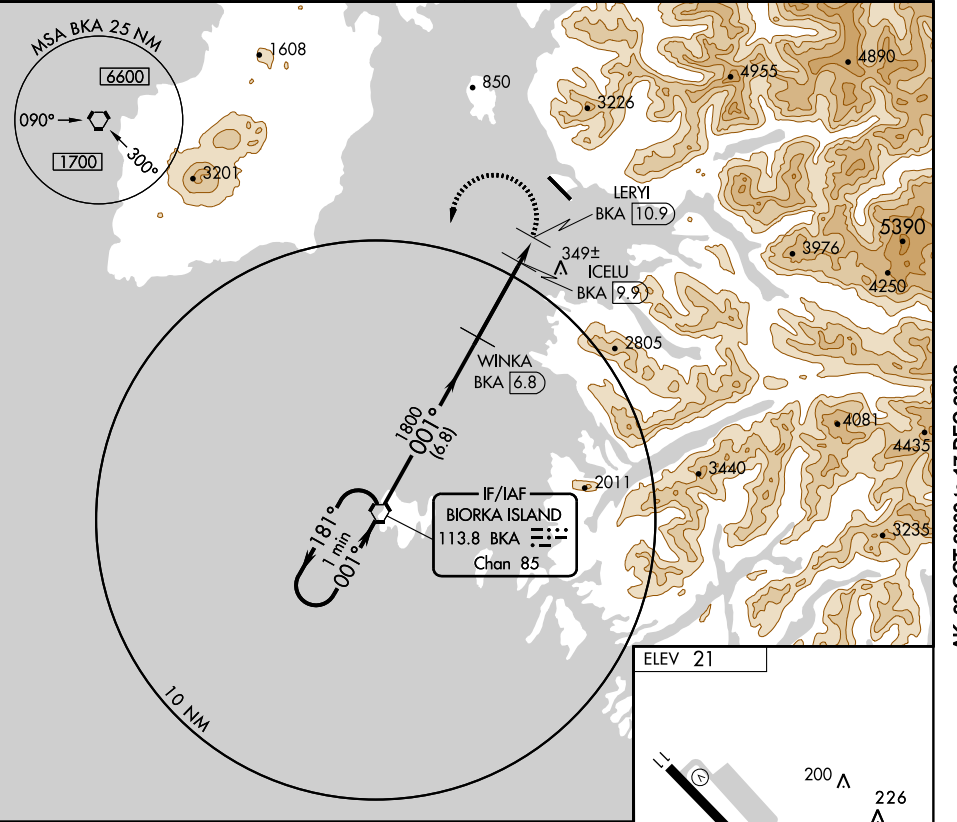
When local altimeter setting not received, procedure NA.

▲

Circling NA north of runway 11-29.

MISSED APPROACH: Climbing left turn to 5000 direct BKA VORTAC and hold, continue climb-in-hold to 5000.

ATIS	ANCHORAGE CENTER	SITKA RADIO	UNICOM
135.9	126.1 335.5	123.6 (CTAF) 0 122.2	122.95



NDB/DME OLT <u>346</u> Chan 106 (115.9)	APP CRS 066°	Rwy Idg 5000 TDZE 95 Apt Elev 108
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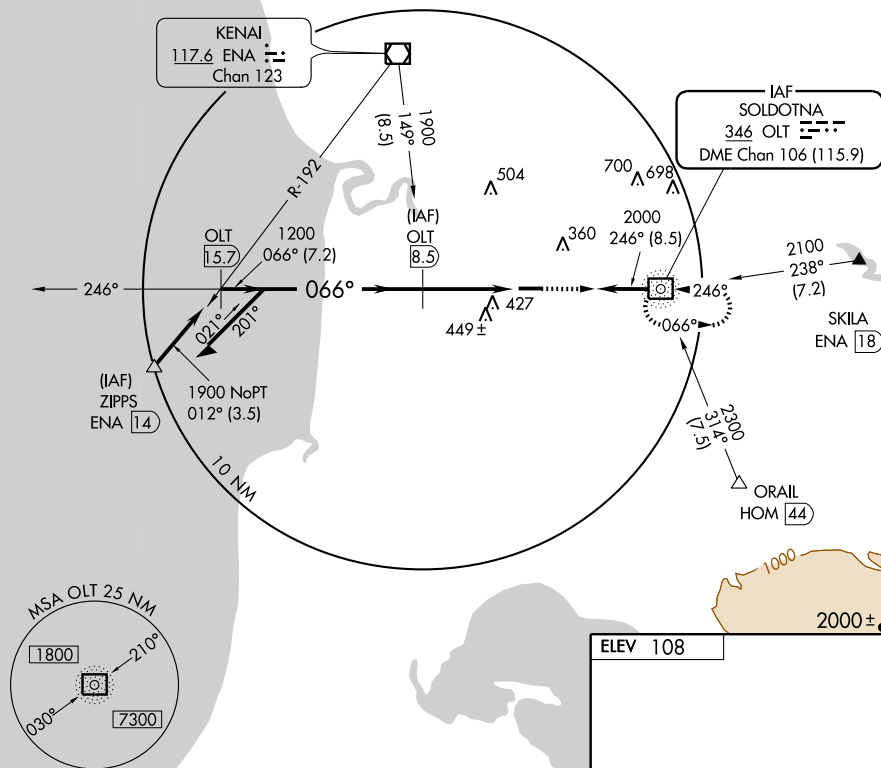
NDB/DME RWY 7
SOLDOTNA (SXQ)(PASX)

T Circling not authorized South of Rwy 7-25.

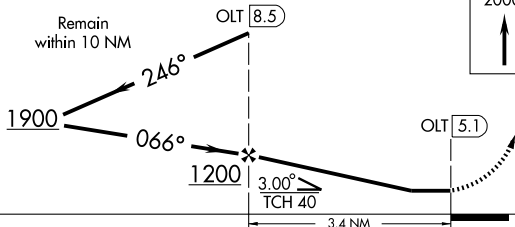
MISSED APPROACH: Climb to 2000 direct OLT NDB/DME and hold.

AWOS-3
135.45

ANCHORAGE CENTER
125.7 379.1

CTAF
122.5 L

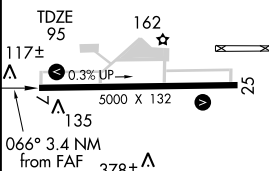
Remain
within 10 NM



2000

OLT

TDZE



CATEGORY	A	B	C	D
S-7	860-1 765 (800-1)	860-1¼ 765 (800-¼)	860-2¼ 765 (800-2¼)	860-2½ 765 (800-2½)
CIRCLING	860-1 752 (800-1)	860-1¼ 752 (800-¼)	860-2¼ 752 (800-2¼)	860-2½ 752 (800-2½)

MIRL Rwy 7-25 **L**

Knots	60	90	120	150	180
Min:Sec					

NDB/DME OLT <u>346</u> Chan 106 (115.9)	APP CRS 246°	Rwy Idg 5000 TDZE 107 Apt Elev 108
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NDB RWY 25
SOLDOTNA (SXQ)(PASX)

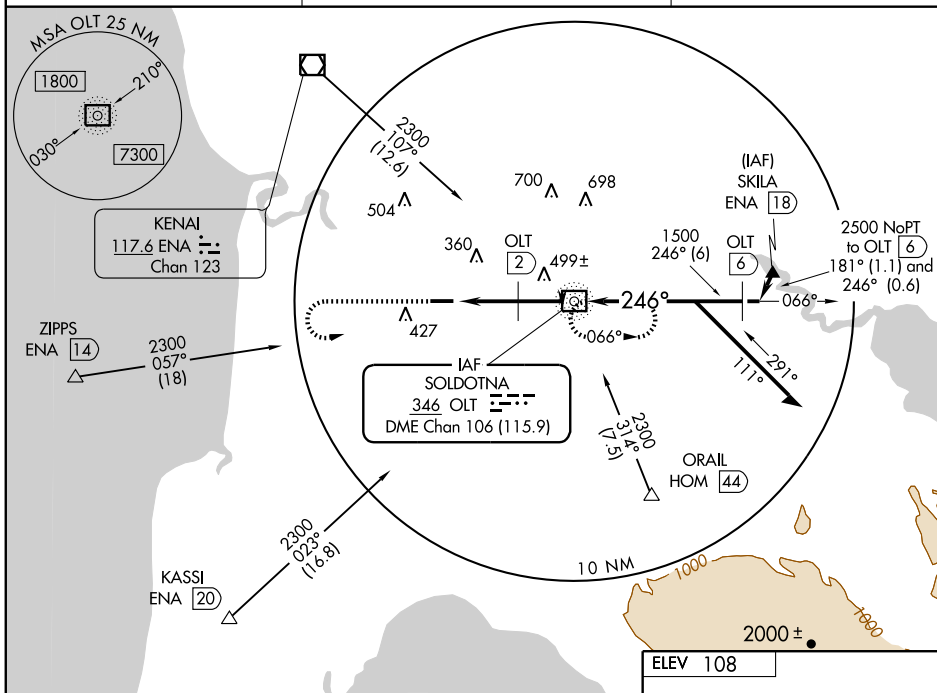
T Circling not authorized South of Rwy 7-25.

MISSED APPROACH: Climb to 1000 and then climbing left turn to 2300 direct OLT NDB/DME and hold.

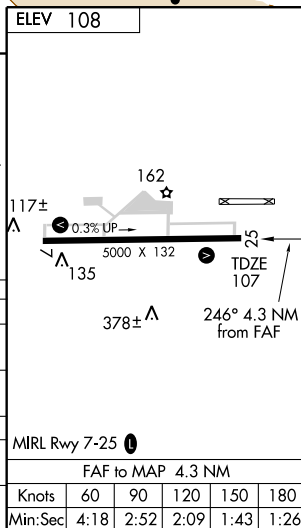
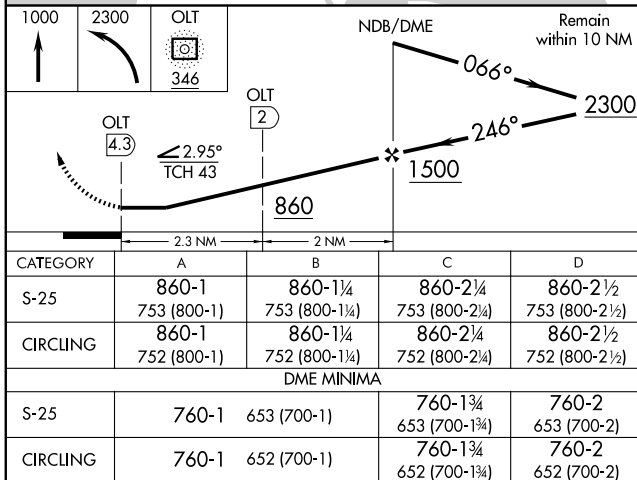


AWOS-3
135.45

ANCHORAGE CENTER
125.7 379.1

CTAF
122.5 L

AK. 22 OCT 2009 to 17 DEC 2009



APP CRS	Rwy Idg	5000
071°	TDZE	102
	Apt Elev	113

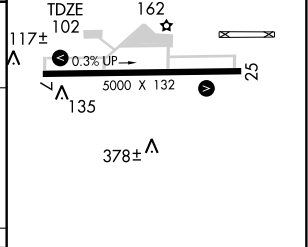
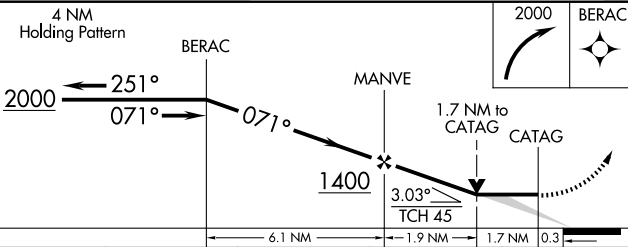
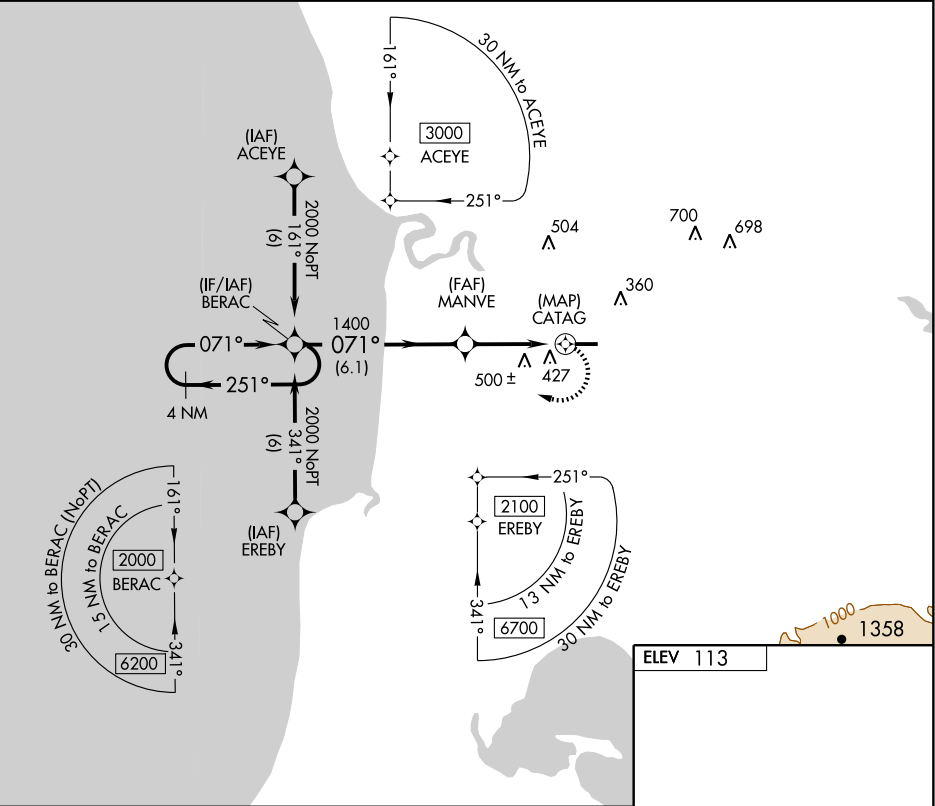
RNAV (GPS) RWY 7
SOLDOTNA (SXQ)(PASX)

▼
▲

If local altimeter setting not received, use Kenai altimeter setting and increase all MDAs 40 feet. VDP NA when using Kenai altimeter setting. Circling not authorized south of Rwy 7-25. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2000 direct BERAC and hold.

AWOS-3 135.45	ANCHORAGE CENTER 125.7 379.1	CTAF 122.5 0
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CATEGORY	A	B	C	D
LNAV MDA	800-1 698 (700-1)	800-2 698 (700-2)	800-2 1/4 698 (700-2 1/4)	800-2 1/4 698 (700-2 1/4)
CIRCLING	800-1 687 (700-1)	800-2 687 (700-2)	800-2 1/4 687 (700-2 1/4)	800-2 1/4 687 (700-2 1/4)

MIRL Rwy 7-25 0

APP CRS	Rwy Idg	5000
251°	TDZE	113
	Apt Elev	113

RNAV (GPS) RWY 25

SOLDOTNA (SxQ)(PASX)

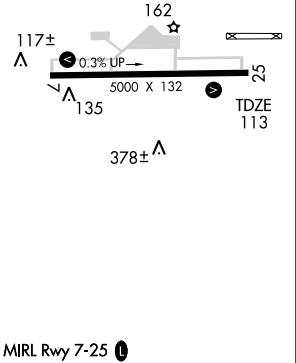
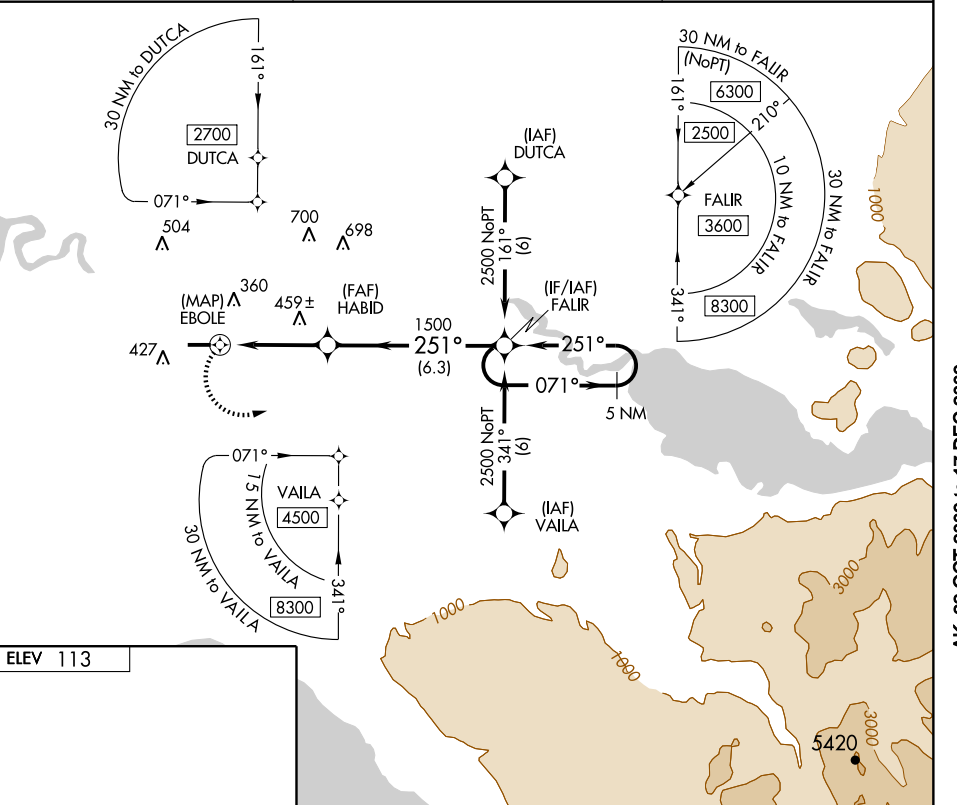
▼

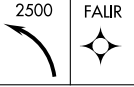
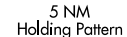









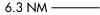
▲

If local altimeter setting not received, use Kenai altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA. Circling not authorized south of Rwy 7-25. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2500 direct FAIR and hold.

AWOS-3 135.45	ANCHORAGE CENTER 125.7 379.1	CTAF 122.5 0
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CATEGORY	A	B	C	D
LNAV MDA	720-1	607 (700-1)	720-1¾ 607 (700-1¾)	720-2 607 (700-2)
CIRCLING	720-1	607 (700-1)	720-1¾ 607 (700-1¾)	720-2 607 (700-2)

VOR/DME ENA <u>117.6</u> Chan 123	APP CRS 126°	Rwy Idg TDZE Apt Elev	N/A N/A 108
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VOR-A
SOLDOTNA (SXQ)(PASX)

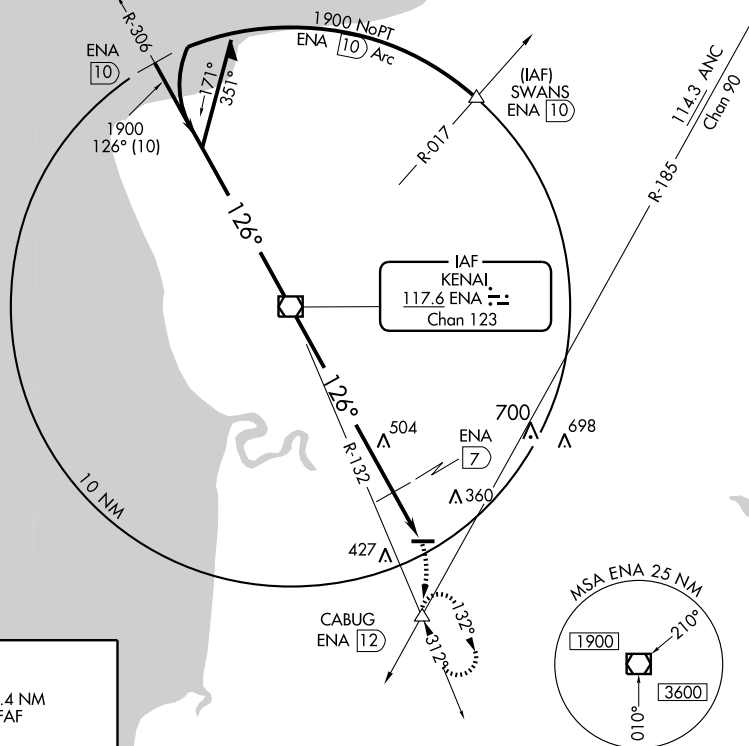
T Circling not authorized South of Rwy 7-25.

MISSED APPROACH: Climbing right turn to 3000 via heading 180° and ENA R-132 to CABUG Int and hold.

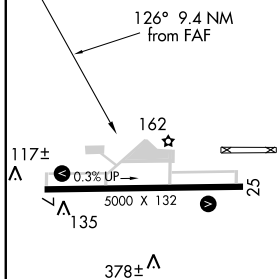
AWOS-3
135.45

ANCHORAGE CENTER
125.7 379.1

CTAF
122.5 **L**



ELEV	108
------	-----



Remain
within 10 NM

VOR/DME

3000

CABUG

ENA 12

1900

4

ENA
9.4

1.

000 T

FAF to MAP 9.4 NM

Knots	60	90	120	150	180
Min:Sec	9:24	6:16	4:42	3:46	3:08

CATEGORY	A	B	C	D
CIRCLING	980-1 872 (900-1)	980-1½ 872 (900-1½)	980-2½ 872 (900-2½)	980-2¾ 872 (900-2¾)


DME MINIMUMS

CIRCLING	760-1 652 (700-1)	760-1 ³ / ₄ 652 (700-1 ³ / ₄)	760-2 652 (700-2)
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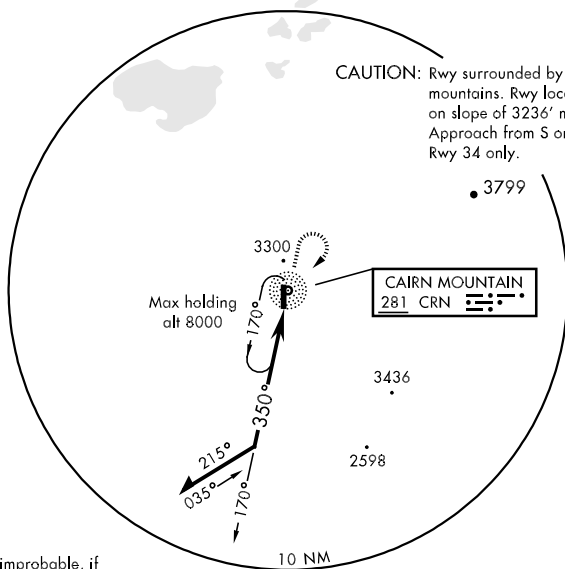
NDB CRN 281	APCH CRS 350°	Rwy ldg THRE Arpt Elev 4198 1383 1585
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AL-2332 [USAF]

SPARREVOHN LRRS (PASV)

		MISSED APPROACH: Climb on track 350° until passing 4200, then turn right climbing to 5500 direct CRN and hold. Climb in holding authorized.	
ANCHORAGE CENTER 134.3 351.8	KENAI RCO 122.5	SPARREVOHN RADIO 126.2	AWOS-3

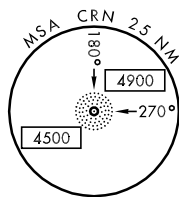
**MILITARY CERTIFIED AIRCREWS OR
AUTHORIZED CONTRACT
AIRCRAFT ONLY. NOT FOR CIVIL USE.**



Successful go-around improbable, if initiated past the MAP.

Night operations not authorized.

EMERG SAFE ALT 100 NM 13,500



<div> <div>4200</div> <div>5500</div> <div>CRN</div> </div> <div> <div>NDB</div> <div>5500</div> </div> <div> <div>4400</div> <div>170°</div> <div>350°</div> </div> <div> <div>Remain within 10 NM</div> </div> <div> <div>HAT calculated from THRE.</div> </div>					<div>ELEV 1585</div> <div>91</div> <div>ELEV 1585</div> <div>5.0% UP</div> <div>4198 x 151</div> <div>THRE 1383</div> <div>REIL Rwy 34</div> <div>34</div> <div>350° to CRN NDB</div> <div>Land Rwy 34 Tkof Rwy 16</div>
CATEGORY	A	B	C	D	
S-34	3520-1¼ 2137 (2000-1¼)	3520-1½ 2137 (2000-1½)	3520-3	2137 (2000-3)	
CIRCLING	NOT AUTHORIZED				

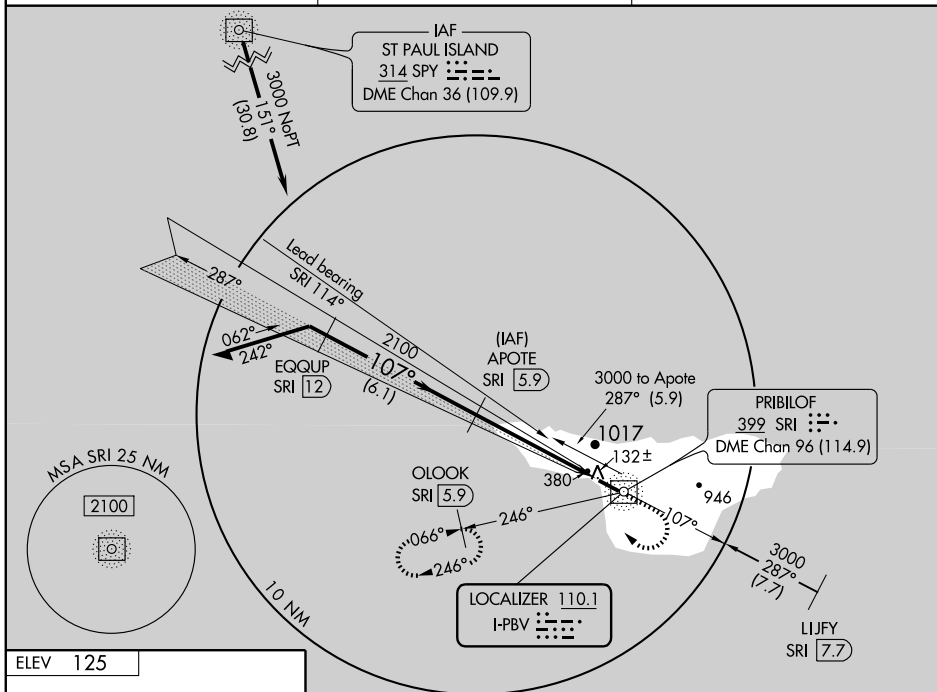
LOC I-PBV <u>110.1</u>	APP CRS 107°	Rwy Idg 4980 TDZE 125 Apt Elev 125
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ILS RWY 11

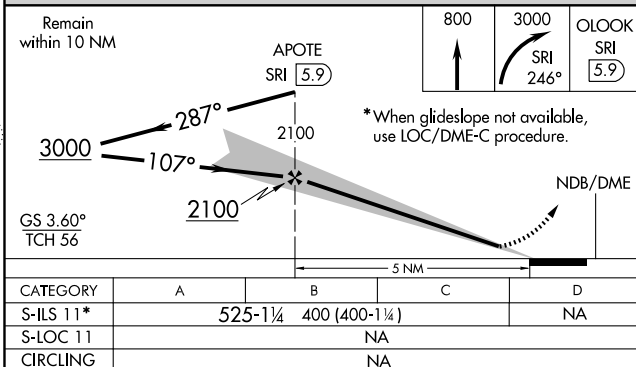
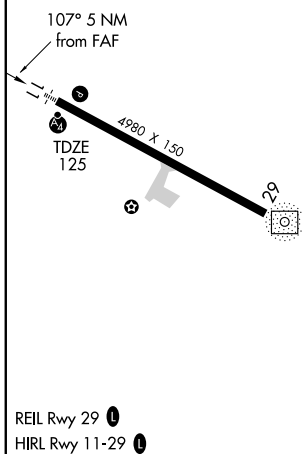
ST GEORGE (PBV) (PAPB)

<p>T DME from SRI NDB/DME. Simultaneous reception of I-PBV and SRI DME required.</p>	<p>MALSF</p> 	<p>MISSED APPROACH: Climb to 800 then climbing right turn to 3000 via SRI NDB/DME 246° bearing to OLOOK/SRI 5.9 DME and hold, continue climb in hold to 3000.</p>
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ASOS 135.45	ANCHORAGE CENTER 119.1 339.8	CTAF 122.8 0
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ADF and DME REQUIRED



LOC I-PBV	APP CRS	Rwy Idg	N/A
110.1	107°	TDZE	N/A
		Apt Elev	125

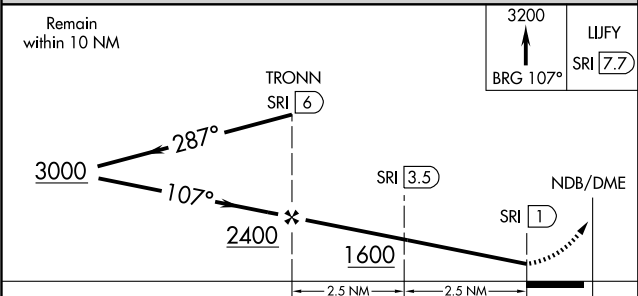
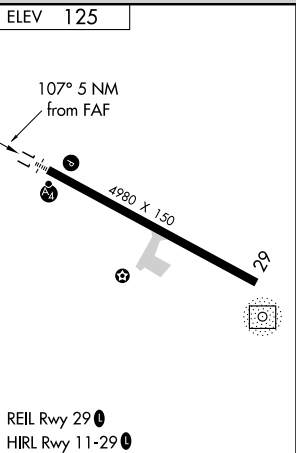
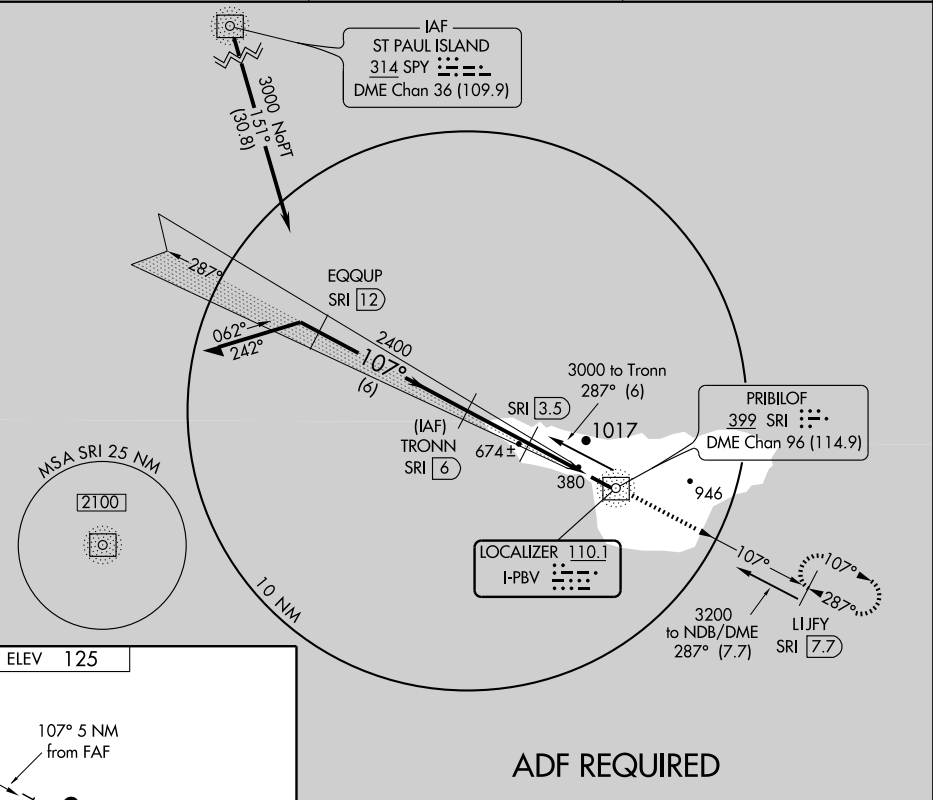
⚠ Circling not authorized north of Rwy 11-29.
DME from SRI NDB/DME.

⚠ Simultaneous reception of I-PBV and SRI DME required.

MAJSLF

MISSED APPROACH: Climb to 3200 via SRI bearing 107° to LIJFY and hold.

ASOS	ANCHORAGE CENTER	CTAF
135.45	119.1 339.8	122.8 0



						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	800-1	880-1¼	1000-2½	1000-2¾
Min:Sec							675 (700-1)	755 (800-1¼)	875 (900-2½)	875 (900-2¾)

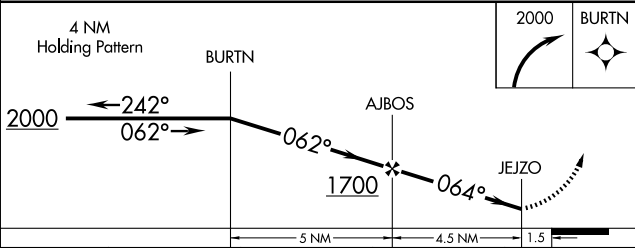
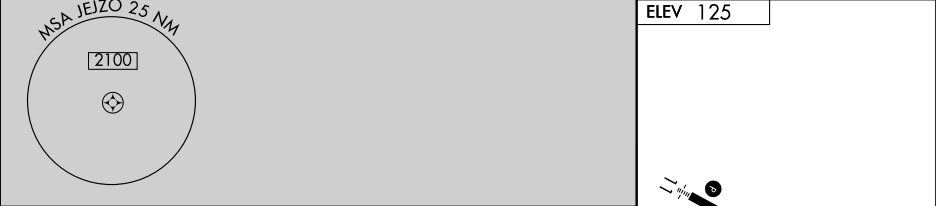
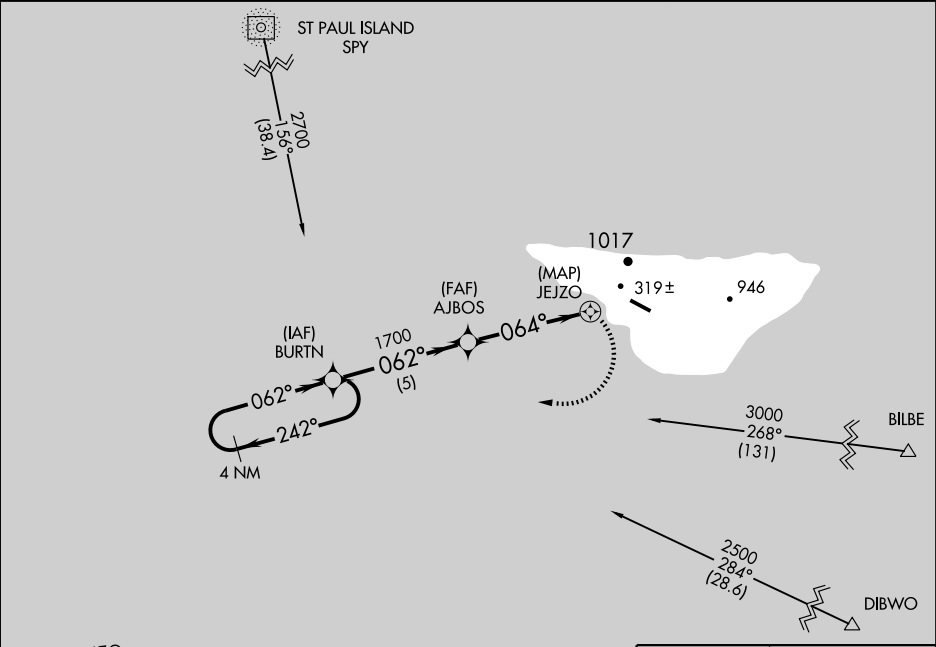
RNAV (GPS)-B

ST GEORGE (PBV) (PAPB)

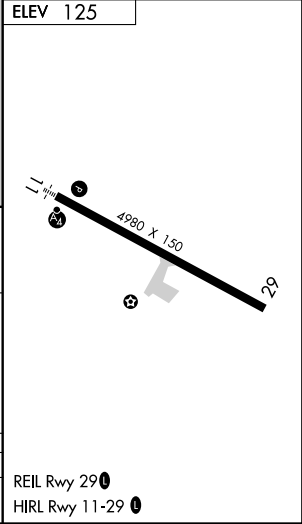
APP CRS	Rwy Idg	N/A
064°	TDZE	N/A
	Apt Elev	125

T	Circling not authorized northeast of rwy 11-29. Circling not authorized southeast of rwy 29 threshold. Procedure not authorized at night.	MALSF 	MISSED APPROACH: Climbing right turn to 2000 direct BURTN and hold.
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ASOS 135.45	ANCHORAGE CENTER 119.1 339.8	CTAF 122.8
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CATEGORY	A	B	C	D
CIRCLING	680-2	555 (600-2)	NA	NA

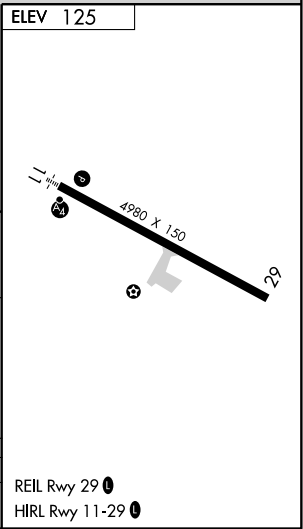
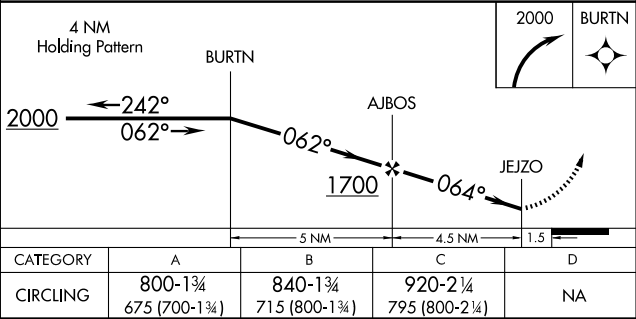
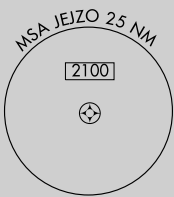
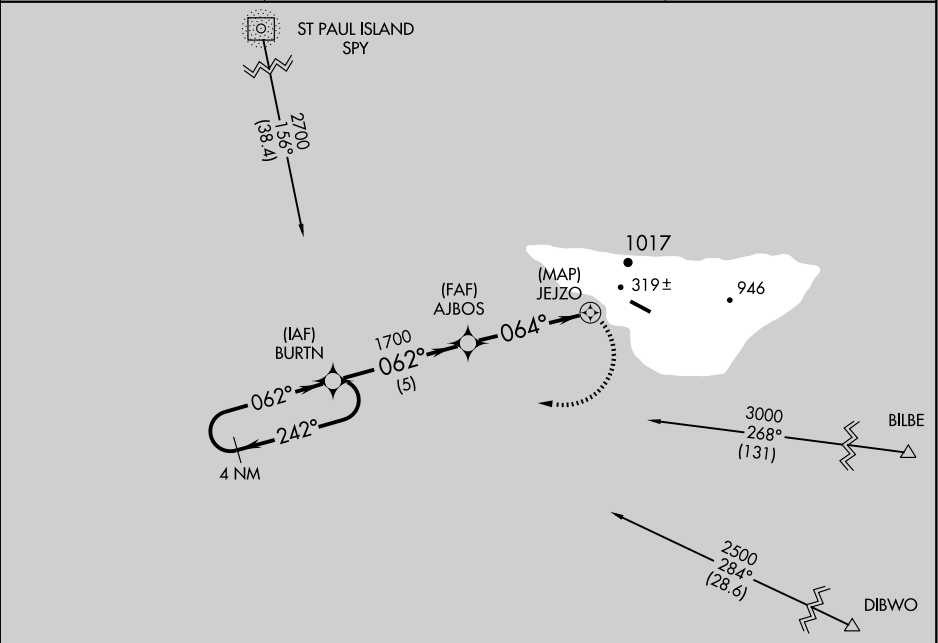


APP CRS	Rwy Idg	N/A
064°	TDZE	N/A
	Apt Elev	125

RNAV (GPS)-D
ST GEORGE (PBV) (PAPB)

 Circling not authorized northeast of rwy 11-29.	MALSF 	MISSED APPROACH: Climbing right turn to 2000 direct BURTN and hold.
---	--	---

ASOS 135.45	ANCHORAGE CENTER 119.1 339.8	CTAF 122.8 
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LOC/DME I-SMA
109.1
Chgn **28**

APP CRS
167°

Rwy Idg	6008
TDZE	302
Apt Elev	312

LOC/DME RWY 17
ST MARY'S (KSM)(PASM)

ST MARY'S (KSM)(PASM)

T When local altimeter setting not received, use Mountain Village altimeter setting and increase all MDAs 40 feet.

A Circling NA east of Rwy 17-35. Circling to Rwy 6 NA at night. Inoperative table does not apply.

MALSR
A5

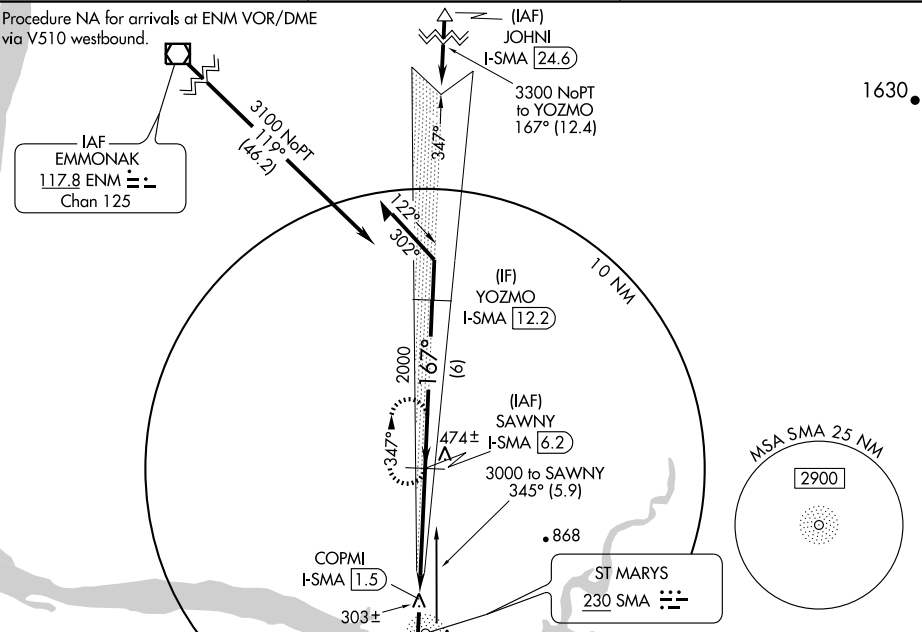
MISSED APPROACH: Climb to 800 then climbing right turn to 2600 via heading 025° and I-SMA north course to SAWNY/I-SMA 6.2 DME and hold, continue climb-in-hold to 2600.

AWOS-3
128.7

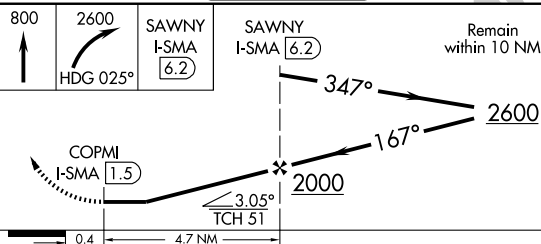
ANCHORAGE CENTER
124.0

CTAF
122.3 **L** ★

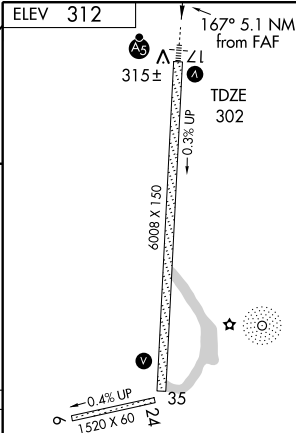
Procedure NA for arrivals at ENM VOR/DME via V510 westbound. _____



AK. 22 OCT 2009 to 17 DEC 2009



CATEGORY	A	B	C	D
S-17	560-1 258 (300-1)			
CIRCLING	820-1 508 (600-1)		820-1½ 508 (600-1½)	880-2 568 (600-2)



REIL Rwy 35 **L**
MIRL Rwy 17-35 and 6-24 **L**

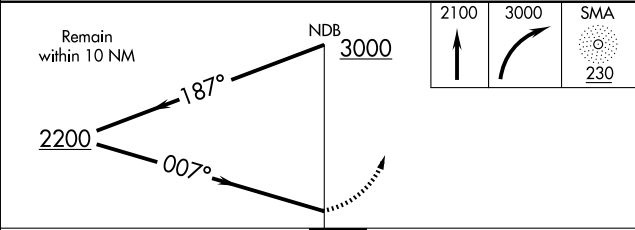
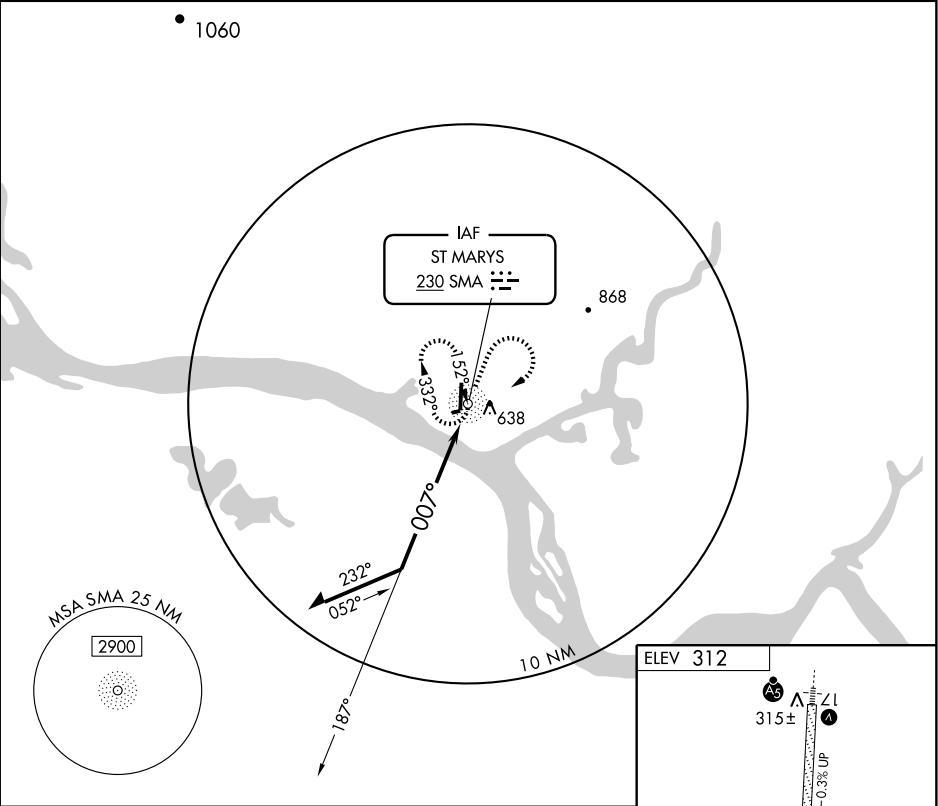
NDB SMA 230	APP CRS 007°	Rwy Idg TDZE Apt Elev	6008 308 312
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NDB RWY 35
ST MARY'S (KSM)(PASM)

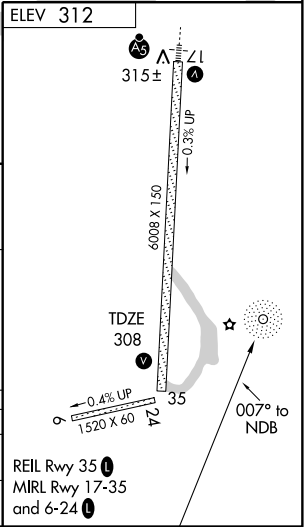
When local altimeter setting not received, use Mountain Village altimeter setting and increase all MDAs 40 feet and all visibilities ¼ mile. Circling to Rwy 6 NA at night. Circling NA east of Rwy 17-35. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2100 then climbing right turn to 3000 direct SMA NDB and hold, continue climb-in-hold to 3000.

AWOS-3 128.7	ANCHORAGE CENTER 124.0	CTAF 122.3 0 ★
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CATEGORY	A	B	C	D
S-35	1080-1 772 (800-1)	1080-1¼ 772 (800-1¼)	1080-2¼ 772 (800-2¼)	1080-2½ 772 (800-2½)
CIRCLING	1080-1 768 (800-1)	1080-1¼ 768 (800-1¼)	1080-2¼ 768 (800-2¼)	1080-2½ 768 (800-2½)



REIL Rwy 35
MIRL Rwy 17-35
and 6-24

APP CRS	Rwy Idg	6008
167°	TDZE	302
	Apt Elev	312

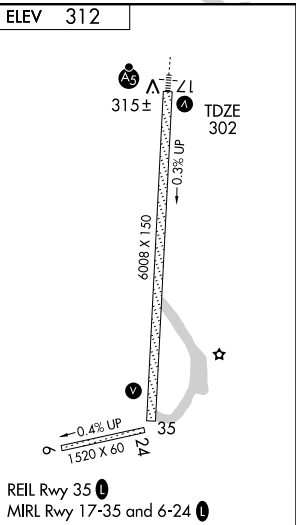
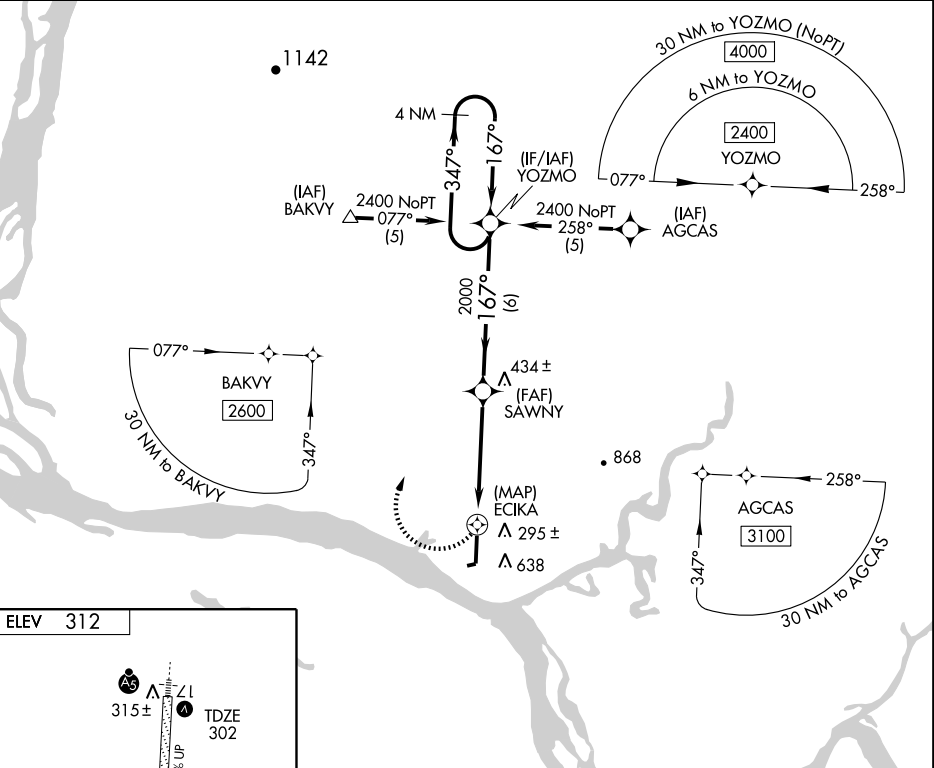
When local altimeter setting not received, use Mountain Village altimeter setting and increase all MDAs 40 feet and all visibilities ¼ mile. VDP NA when using Mountain Village altimeter setting. DME/DME RNP-0.3 NA. Circling NA east of Rwy 17-35. Circling to Rwy 6 NA at night. Inoperative table does not apply.



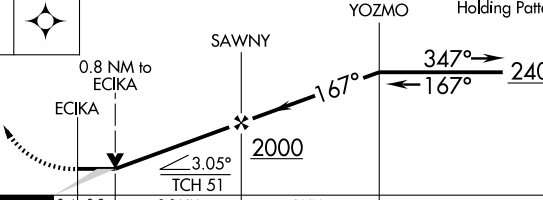
MALSR



MISSED APPROACH: Climbing right turn to 2400 direct YOZMO and hold.

AWOS-3	ANCHORAGE CENTER	CTAF
128.7	124.0	122.3 0*



2400	YOZMO	4 NM Holding Pattern			
					
					
CATEGORY	A	B	C	D	
LNAV MDA	720-1	418 (500-1)	720-1¼	418 (500-1¼)	
CIRCLING	820-1	508 (600-1)	820-1½	880-2	
			508 (600-1½)	568 (600-2)	

APP CRS	Rwy Idg	6008
347°	TDZE	308
	Apt Elev	312

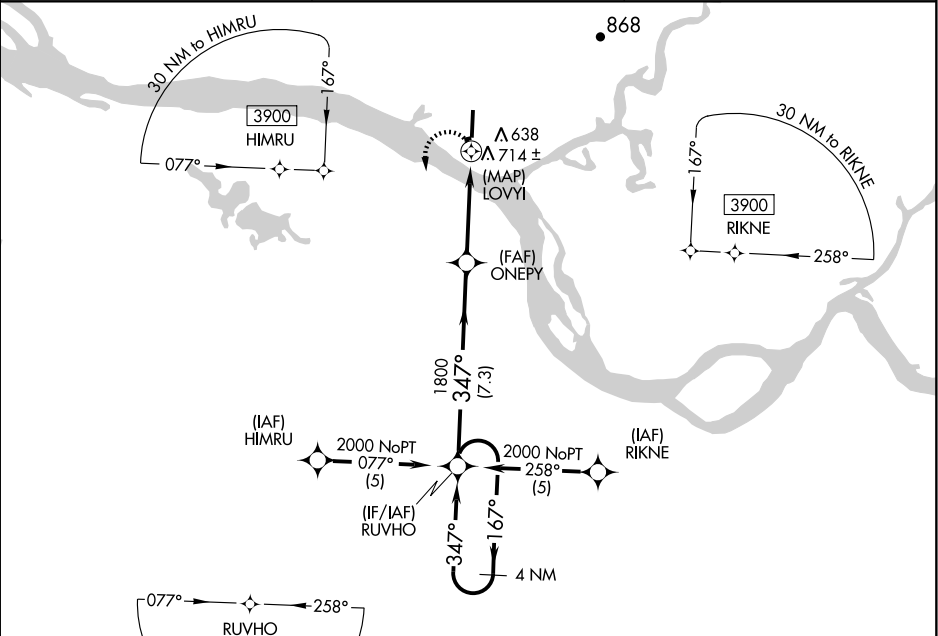
RNAV (GPS) Y RWY 35

ST MARY'S (KSM)(PASM)

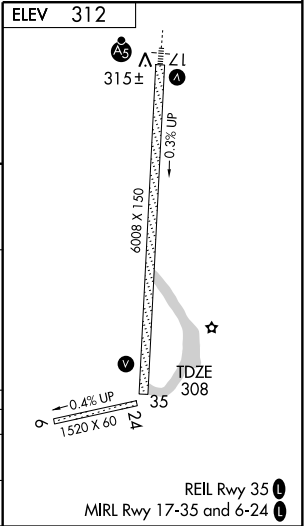
- When local altimeter setting not received, use Mountain Village altimeter setting and increase all MDAs 40 feet and all visibilities ¼ mile.
- Circling NA east of Rwy 17-35. Circling to Rwy 6 NA at night.
- Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2000 direct RUVHO and hold.

AWOS-3 128.7	ANCHORAGE CENTER 124.0	CTAF 122.3 0*
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4 NM Holding Pattern				
VGSI and descent angles not coincident.				
2000 RUVHO ONEPY LOVYI 1800 3.04° TCH 50 7.3 NM 4 NM 0.5				
CATEGORY	A	B	C	D
LNAV MDA	1020-1	712 (800-1)	1020-2 712 (800-2)	1020-2¼ 712 (800-2¼)
CIRCLING	1020-1	708 (800-1)	1020-2 708 (800-2)	1020-2¼ 708 (800-2¼)



WAAS
CH 90406
W35A

APP CRS
347°

Rwy Idg	6008
TDZE	308
Apt Elev	312

RNAV (GPS) Z RWY 35

ST MARY'S (KSM)(PASM)

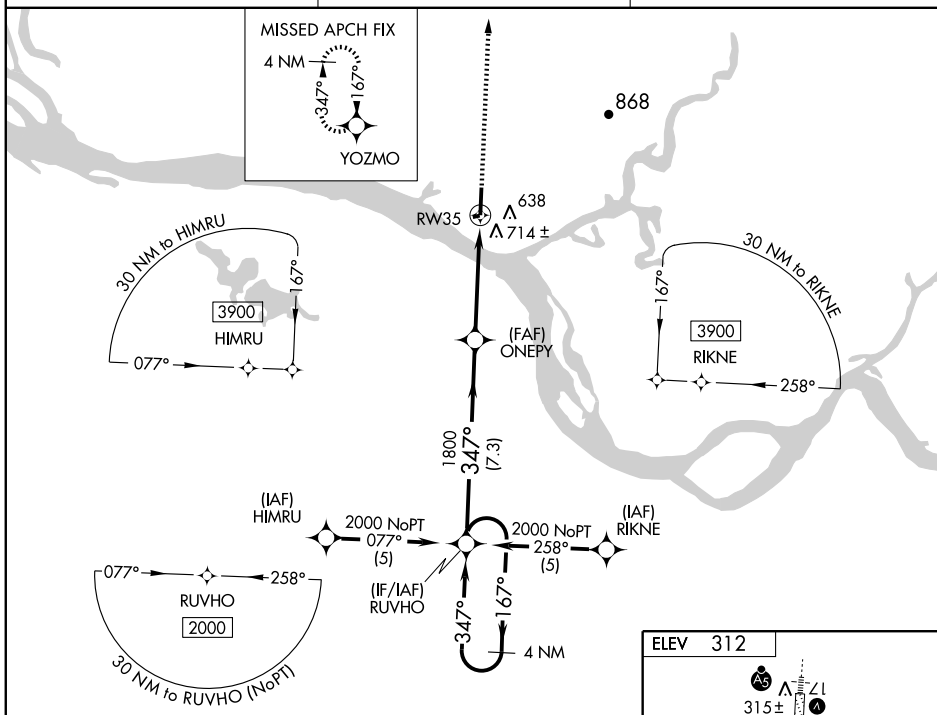
▼ When local altimeter setting not received, use Mountain Village altimeter setting and increase all DAs 29 feet, all MDAs 40 feet, and all visibilities $\frac{1}{4}$ mile. BARO-VNAV NA when using
▲ Mountain Village altimeter setting. For Uncompensated BARO-VNAV systems, LNAV/VNAV
NA below -25°C (-13°F) or above 48°C (118°F). Circling NA east of Rwy 17-35.
▼ Circling to Rwy 6 NA at night. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2400 direct YOZMO and hold.

AWOS-3
128.7

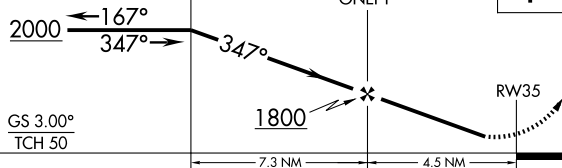
ANCHORAGE CENTER
124.0

CTAF
122.3 **L**★

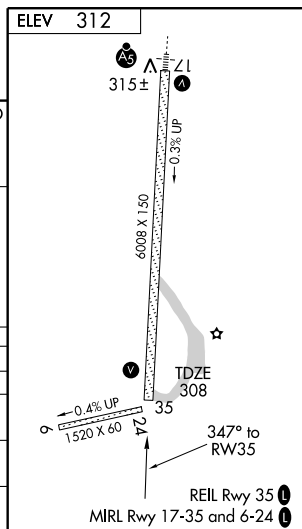


AK. 22 OCT 2009 to 17 DEC 2009

4 NM Holding Pattern	VGSI and RNAV glidepath not coincident. RUVHO	2400 ↑	YOZMO ▲
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CATEGORY	A	B	C	D
LPV DA		558-1	250 (300-1)	
LNAV/ VNAV DA		1181-3	873 (900-3)	
LNAV MDA	1020-1	712 (800-1)	1020-2 712 (800-2)	1020-2¼ 712 (800-2¼)
CIRCLING	1020-1	708 (800-1)	1020-2 708 (800-2)	1020-2¼ 708 (800-2¼)

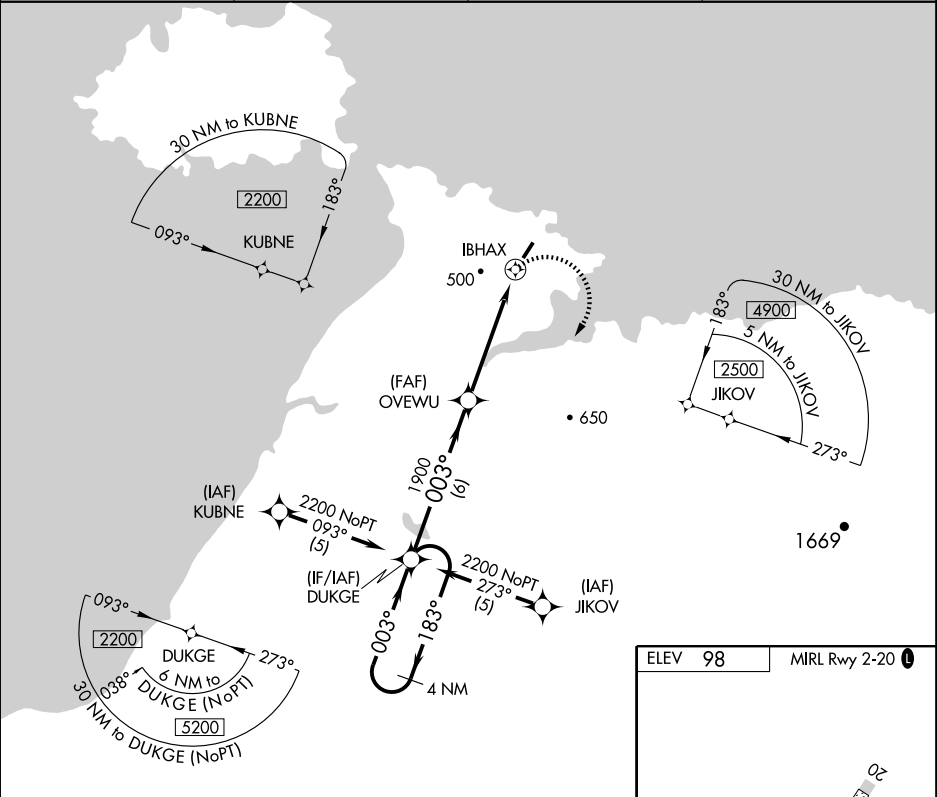


RNAV (GPS) RWY 2
ST MICHAEL (SMK) (PAMK)

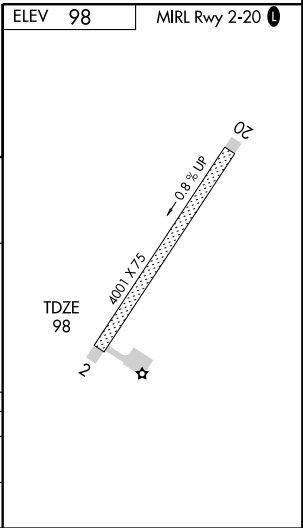
APP CRS	Rwy Idg	4001
003°	TDZE	98
	Apt Elev	98

 	If local altimeter setting not received, use Unalakleet altimeter setting and increase all MDAs 120 feet. Circling NA west of Rwy 2-20. DME/DME RNP-0.3 NA. * VDP NA with Unalakleet altimeter setting.	MISSED APPROACH: Climbing right turn to 2200 direct DUKGE and hold.
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ASOS 119.275	ANCHORAGE CENTER 124.0	NOME RADIO 122.30	UNICOM 122.8 (CTAF) 
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4 NM Holding Pattern				
DUKGE				
OVEWU				
IBHAX				
* 0.9 NM to IBHAX				
3.05° TCH 45				
6 NM 4.1 NM 0.9 0.5				
CATEGORY	A	B	C	D
LNAV MDA	580-1	482 (500-1)	580-1½ 482 (500-1½)	580-1½ 482 (500-1½)
CIRCLING	580-1	482 (500-1)	580-1½ 482 (500-1½)	660-2 562 (600-2)



WAAS
CH 93602
W20A

APP CRS
196°

Rwy Idg	4001
TDZE	88
Apt Elev	98

RNAV (GPS) RWY 20

ST MICHAEL (SMK) (PAMK)

T If local altimeter setting not received, use Unalakeet altimeter setting and increase all DAs/MDAs 120 feet. Circling NA west of Rwy 2-20.

A DME/DME RNAV/0.3 NA. Baro-VNAV NA when using Unalakeet altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (120°F).

W VDP NA with Unalakeet altimeter setting.

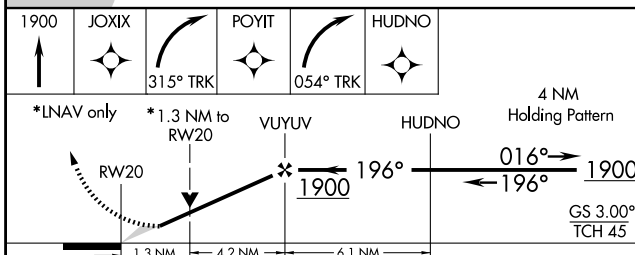
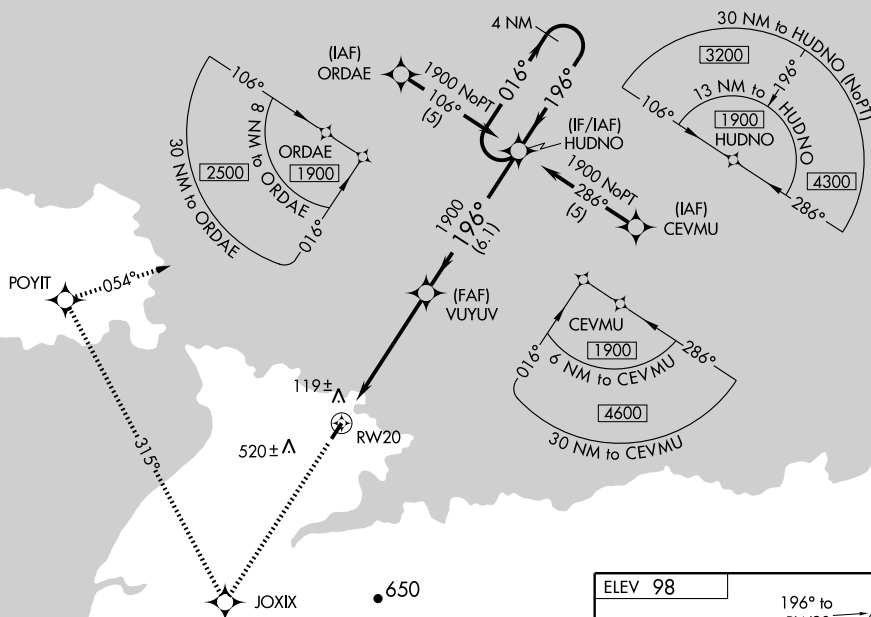
MISSED APPROACH: Climb to 1900 direct JOXIX and right turn via 315° track to POYIT and right turn via 054° track to HUDNO and hold.

ASOS
119.275

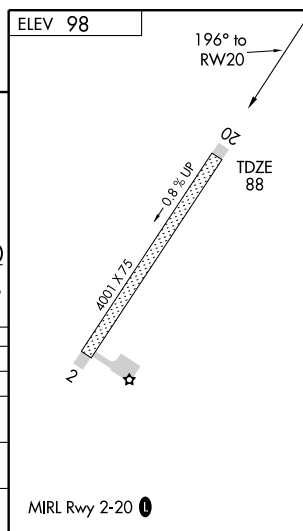
ANCHORAGE CENTER
124.0

NOME RADIO
122.30

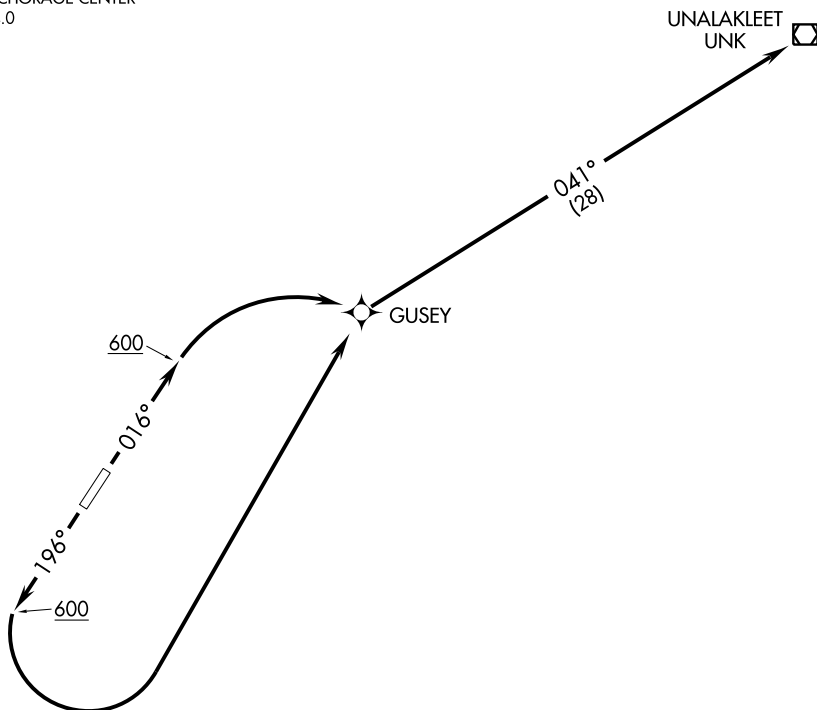
UNICOM
122.8 (CTAF) **L**



CATEGORY		A	B	C	D
LPV	DA	338-1		250 (300-1)	
RNAV/ VNAV	DA	452-1½		364 (400-1½)	
RNAV	MDA	520-1 432 (500-1)		520-1½ 432 (500-1½)	520-1½ 432 (500-1½)
CIRCLING		520-1 422 (500-1)	560-1 462 (500-1)	560-1½ 462 (500-1½)	660-2 562 (600-2)



UNALAKLEET ONE DEPARTURE (RNAV)

ANCHORAGE CENTER
124.0TAKE-OFF MINIMUMS

Rwy 2, 20: Standard.

TAKE-OFF OBSTACLE NOTES

Rwy 2: Tree 36' from DER, 377' right of centerline, 20' AGL / 83' MSL.

Rwy 20: Terrain beginning 2' to 2276' from DER, 51' to 966' right of centerline, up to 151' MSL.

Terrain beginning 110' to 917' from DER, 13' to 533' left of centerline, up to 119' MSL.

Tree 1779' from DER, 504' right of centerline, 20' AGL / 219' MSL.

NOTE: GPS required.

NOTE: RNAV 1.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 2: Climb via heading 016° to 600, then climbing right turn to 3000 direct GUSEY, thence . . .TAKE-OFF RUNWAY 20: Climb via heading 196° to 600, then climbing left turn to 3000 direct GUSEY, thence . . .

. . . from GUSEY proceed via track 041° to UNK VOR/DME. Maintain 3500 or ATC assigned altitude.

LOC I-PAU <u>109.9</u>	APP CRS 360°	Rwy Idg 6500 TDZE 40 Apt Elev 63
----------------------------------	------------------------	---

ILS or LOC/DME RWY 36
ST. PAUL ISLAND(SNP)(PASN)

T Circling not authorized west of Rwy 18-36.
Inoperative table does not apply.

A DME from SPY NDB/DME. Simultaneous
reception of I-PAU and SPY DME required.

MALSF

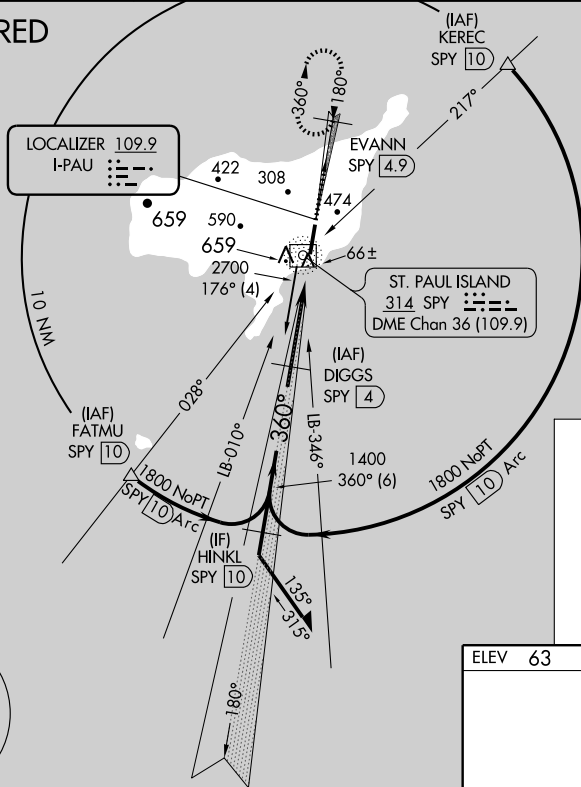
MISSED APPROACH: Climb to 2700 via I-PAU north course to EVANN/SPY 4.9 DME and hold.

ASOS
135.75

ANCHORAGE CENTER
119.1 339.8

CTAF
122.3 L

ADF REQUIRED

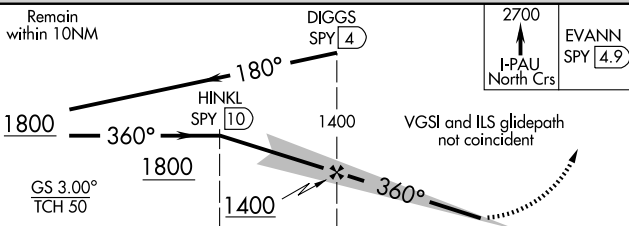


ALTERNATE
MISSED APCH FIX

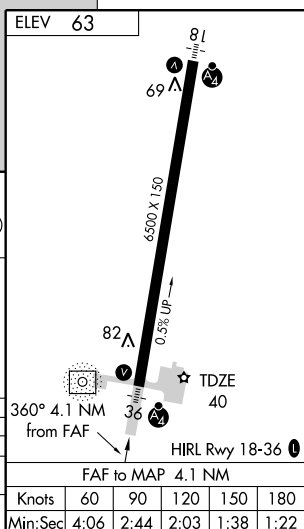


ST. PAUL ISLAND
314 SPY $\frac{\cdot\cdot}{\cdot\cdot} = \cdot$
DME Chan 36 (109.9)

Remain
within 10NM



CATEGORY	A	B	C	D
S-ILS-36	240- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$)			
S-LOC-36	400-1 360 (400-1)			400-1 $\frac{1}{4}$ 360 (400-1 $\frac{1}{4}$)
CIRCLING	800-1 737 (800-1)	800-2 737 (800-2)		800-2 $\frac{1}{4}$ 737 (800-2 $\frac{1}{4}$)



LOC I-PAU 109.9	APP CRS 180°	Rwy Idg TDZE Apt Elev 6500 63 63
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LOC/DME BC RWY 18

ST. PAUL ISLAND (SNP) (PASN)

- ⚠** Circling not authorized west of runway 18-36.
⚠ Inoperative table does not apply. DME from SPY NDB/DME.
 Simultaneous reception of I-PAU and SPY DME required.

MALS
 =

MISSED APPROACH: Climb to 2800 via I-PAU south course to DIGGS/SPY 4 DME and hold.

ASOS
135.75

ANCHORAGE CENTER
119.1 339.8

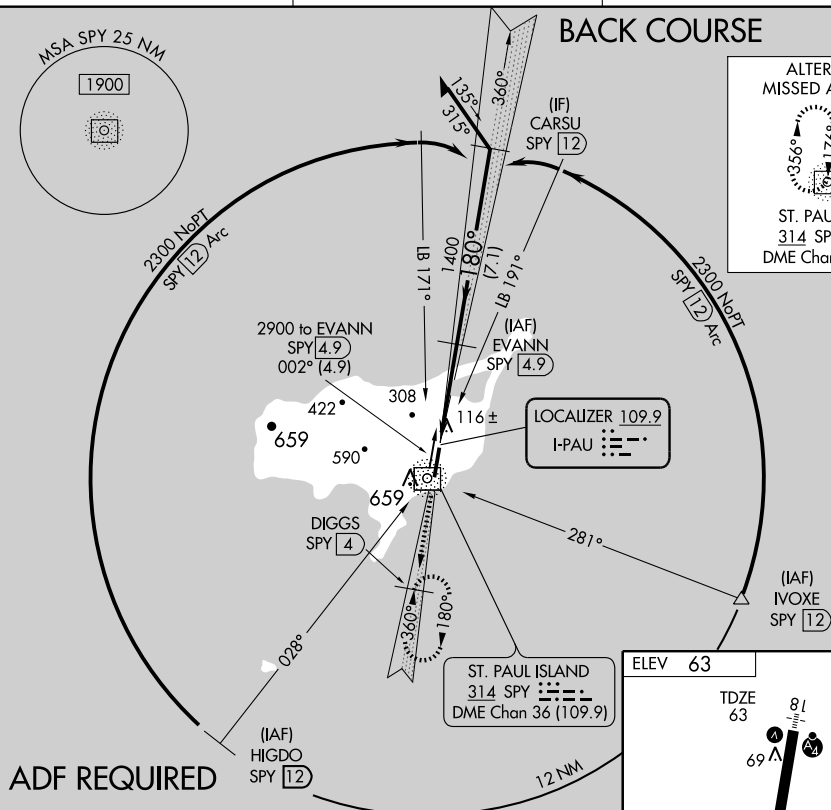
CTAF
122.3 0

BACK COURSE

ALTERNATE
MISSED APCH FIX



ST. PAUL ISLAND
314 SPY 
DME Chan 36 (109.9)



ELEV 63



2800 ↑ I-PAU S Crs	DIGGS SPY 4	EVANN SPY 4.9	Remain within 10 NM	
NDB/DME	PECIK SPY 2.2	360° 180° 1400	Disregard glide slope indications.	
VGSI and descent angles not coincident.				
≤ 3.28° TCH 35				
1 NM 2.7 NM				
CATEGORY	A	B	C	D
S-18	540-1¼ 477 (500-1¼)			540-1½ 477 (500-1½)
CIRCLING	800-1¼ 737 (800-1¼)		800-2 737 (800-2)	800-2¼ 737 (800-2¼)

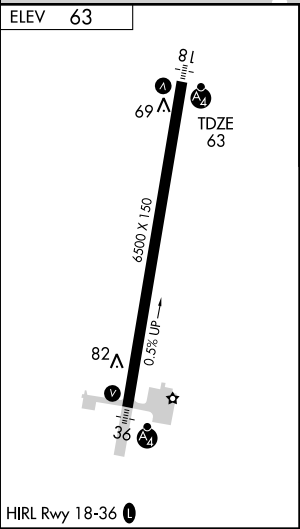
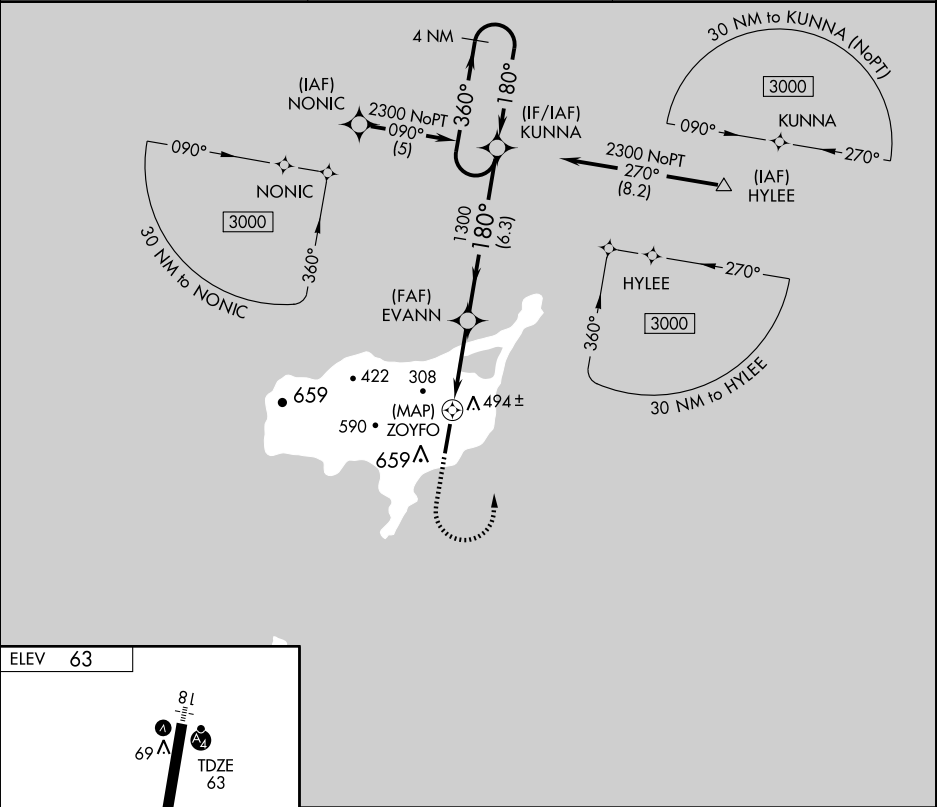
HIRL Rwy 18-36 0

APP CRS 180°	Rwy Idg TDZE Apt Elev	6500 63 63
------------------------	-----------------------------	---------------------------------------

RNAV (GPS) RWY 18
ST. PAUL ISLAND (SNP) (PASN)

 	Circling not authorized west of Rwy 18-36. Inoperative table does not apply. DME/DME RNP- 0.3 NA	MALSF 	MISSED APPROACH: Climbing left turn to 2300 direct KUNNA and hold.
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ASOS 135.75	ANCHORAGE CENTER 119.1 339.8	CTAF 122.3 0
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CATEGORY	A		B	D
LNAV MDA	720-1 657 (700-1)		720-1 657 (700-1 3/4) 800-2 737 (800-2)	720-2 657 (700-2) 800-2 1/4 737 (800-2 1/4)
CIRCLING	800-1 737 (800-1)			

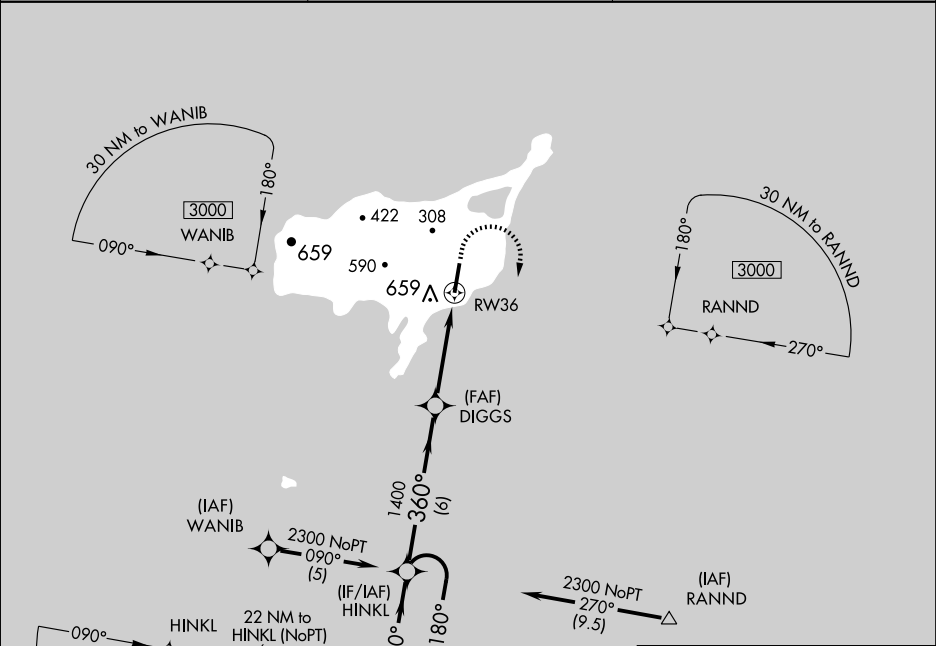
APP CRS	Rwy Idg	6500
360°	TDZE	40
	Apt Elev	63

RNAV (GPS) RWY 36

ST. PAUL ISLAND (SNP)(PASN)

DME/DME RNP-0.3 NA. Circling NA West of Rwy 18-36. Inoperative table does not apply.	MALSF	MISSED APPROACH: Climbing right turn to 2300 direct HINKL and hold.
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ASOS 135.75	ANCHORAGE CENTER 119.1 339.8	CTAF 122.3
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4 NM Holding Pattern

HINGKL

2300

← 180°

360° →

2300

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2300

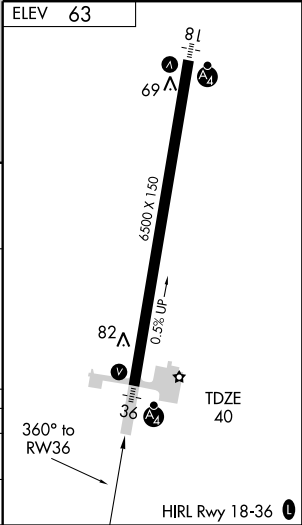
← 180°

360° →

2300

← 180°

360° →



APP CRS	Rwy Idg	3500
002°	TDZE	352
	Apt Elev	358

GPS RWY 36
TALKEETNA(TKA)(PATK)

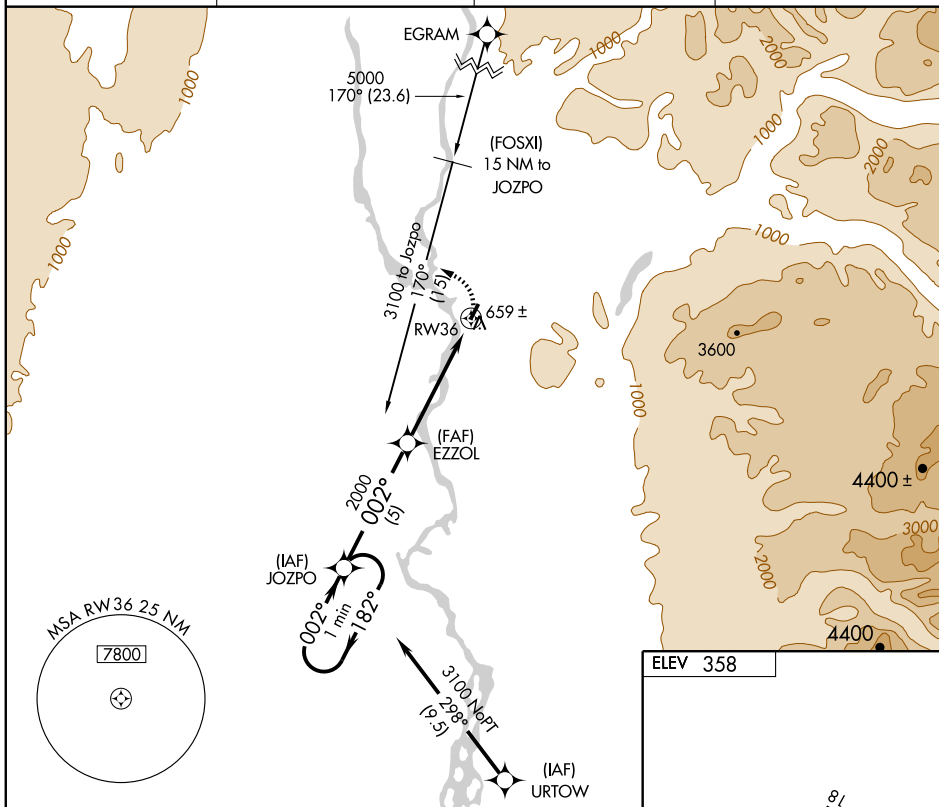
T Circling not authorized east of Rwy 18-36 for Cat B and
A NA above.

MISSED APPROACH: Climbing left turn to 3100 direct JOZPO WP and hold.

ATIS
135.2

ANCHORAGE CENTER
125.55 254.3

TALKEETNA RADIO
123.6 (CTAF) L

UNICOM
123.0

AK. 22 OCT 2009 to 17 DEC 2009

One Minute Holding Pattern

JOZPO

EZZOL

3100	JOZPO
------	-------

3100 ← 182°

VGSI and descent angles
not coincident.

3000

TCH 45

RW36

1

— 5 N

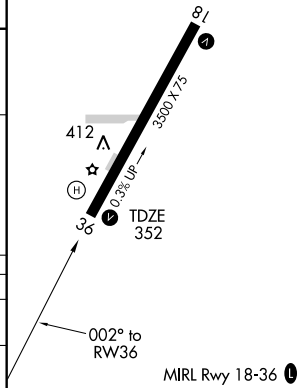
114

CATEGORY	A	B	C	D
S-36	1000-1	648 (700-1)	1000-1 $\frac{3}{4}$ 648 (700-1 $\frac{3}{4}$)	1000-2 648 (700-2)
CIRCLING	1000-1	642 (700-1)	1000-1 $\frac{3}{4}$ 642 (700-1 $\frac{3}{4}$)	1000-2 642 (700-2)

002° to RW36

MIRL Rwy 18-36

ELEV 358



NDB PEE <u>305</u>	APP CRS 345°	Rwy Idg 3500 TDZE 352 Apt Elev 358
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NDB RWY 36
TALKEETNA (TKA)(PATK)

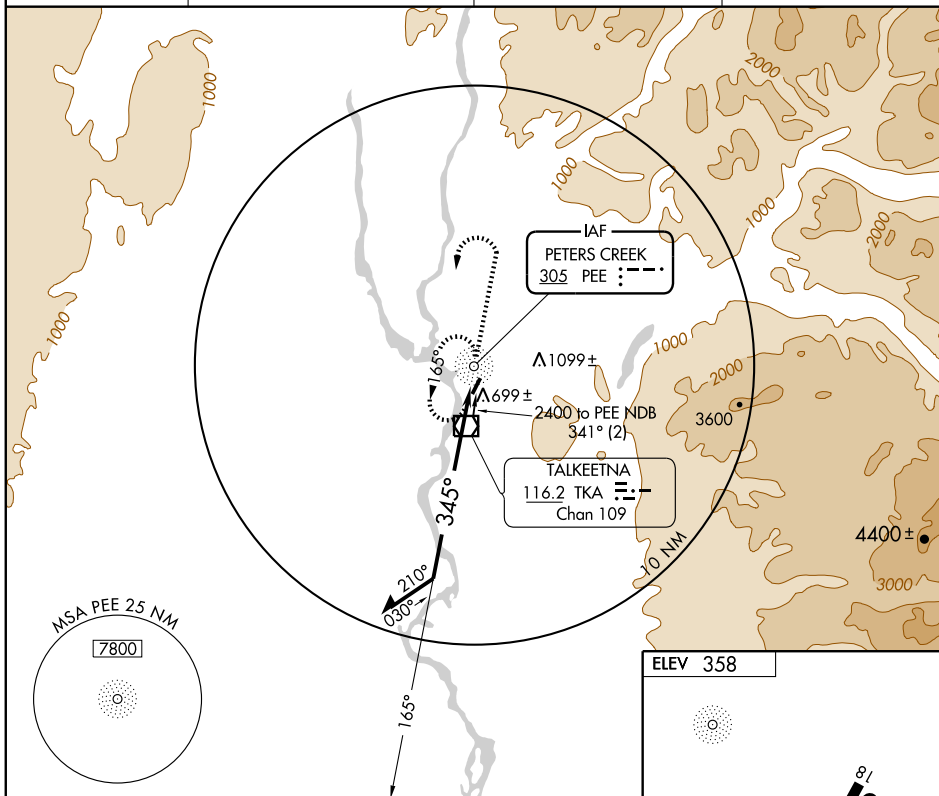
T Circling not authorized east of Rwy 18-36 for Cat. B and above.

MISSED APPROACH: Climb to 2400 on 345° bearing, turn left, direct PEE NDB and hold.

ATIS
135.2

ANCHORAGE CENTER
125.55 254.3

TALKEETNA RADIO
123.6 (CTAF) L

UNICOM
123.0

AK. 22 OCT 2009 to 17 DEC 2009

Remain
within 10 NM

2400

NDB

2400

↑
345°

PEE

305

412

✱

Ⓜ

1

39

0

5° to

INDEX

40	
----	--

50	
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--	--

MIRL Rwy 18-36 **L**

L

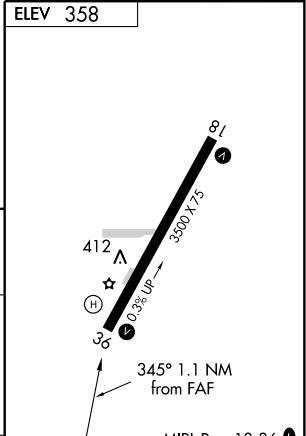
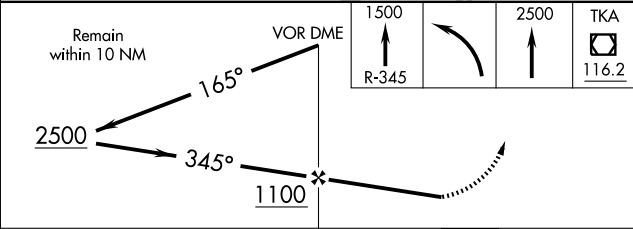
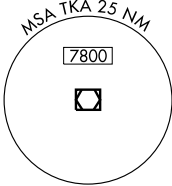
20

30

VOR/DME TKA 116.2 Chan 109	APP CRS 345°	Rwy Idg TDZE Apt Elev N/A N/A 358
--	------------------------	---

VOR-A
TALKEETNA(TKA)(PATK)

▼ Circling not authorized east of Rwy 18-36 Cat. B and above. ▲		MISSED APPROACH: Climb to 1500 on R-345 then left turn and continue climb to 2500 direct TKA VOR/DME and hold.	
ASOS 135.2	ANCHORAGE CENTER 125.55 254.3	TALKEETNA RADIO 123.6 (CTAF) 0	UNICOM 123.0



CATEGORY	A	B	C	D	FAF to MAP 1.1 NM					
CIRCLING	1060-1	702 (800-1)	1060-2 702 (800-2)	1060-2 ¼ 702 (800-2 ¼)	Knots	60	90	120	150	180
					Min:Sec	1:06	0:44	0:33	0:26	0:22

VOR/DME TKA <u>116.2</u> Chan 109	APP CRS 345°	Rwy Idg 3500 TDZE 352 Apt Elev 358
---	------------------------	---

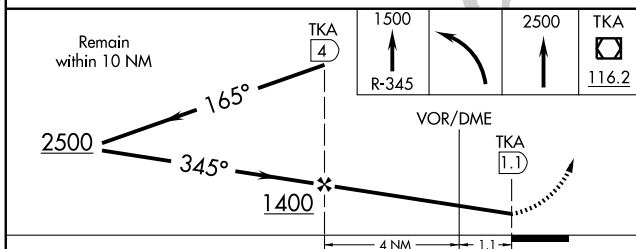
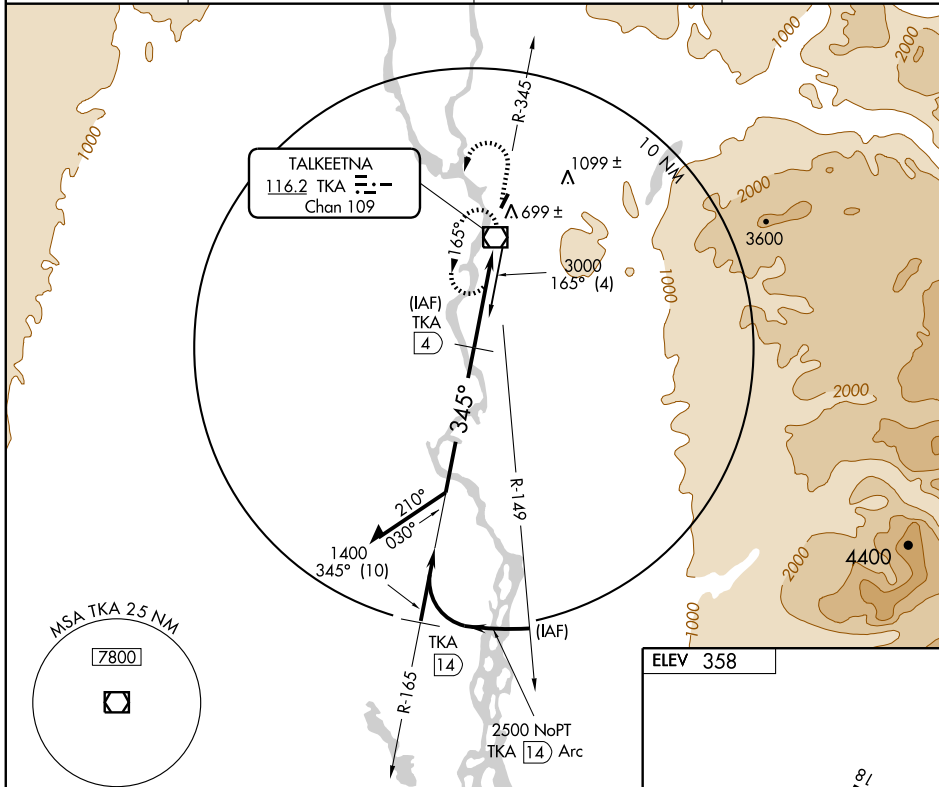
VOR/DME RWY 36
TALKEETNA(TKA)(PATK)

T Circling not authorized east of Rwy 18-36 Cat. B and above.

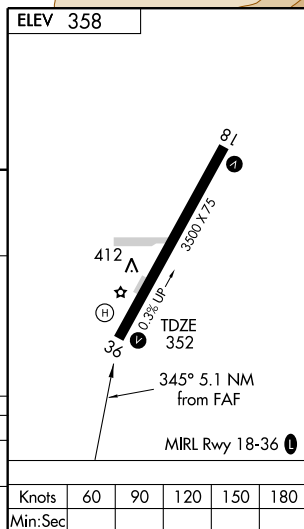
MISSED APPROACH: Climb to 1500 on R-345 then left turn and continue climb to 2500 direct TKA VOR/DME and hold.



ATIS 135.2	ANCHORAGE CENTER 125.55 254.3	TALKEETNA RADIO 123.6 (CTAF) 0	UNICOM 123.0
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CATEGORY	A	B	C	D
S-36	1000-1	648 (700-1)	1000-1¾ 648 (700-1¾)	1000-2 648 (700-2)
CIRCLING	1060-1	702 (800-1)	1060-2 702 (800-2)	1060-2½ 702 (800-2½)



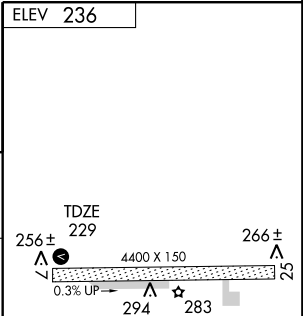
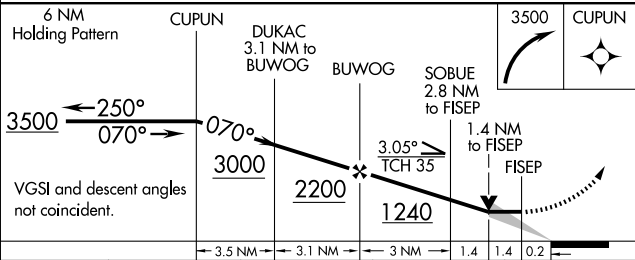
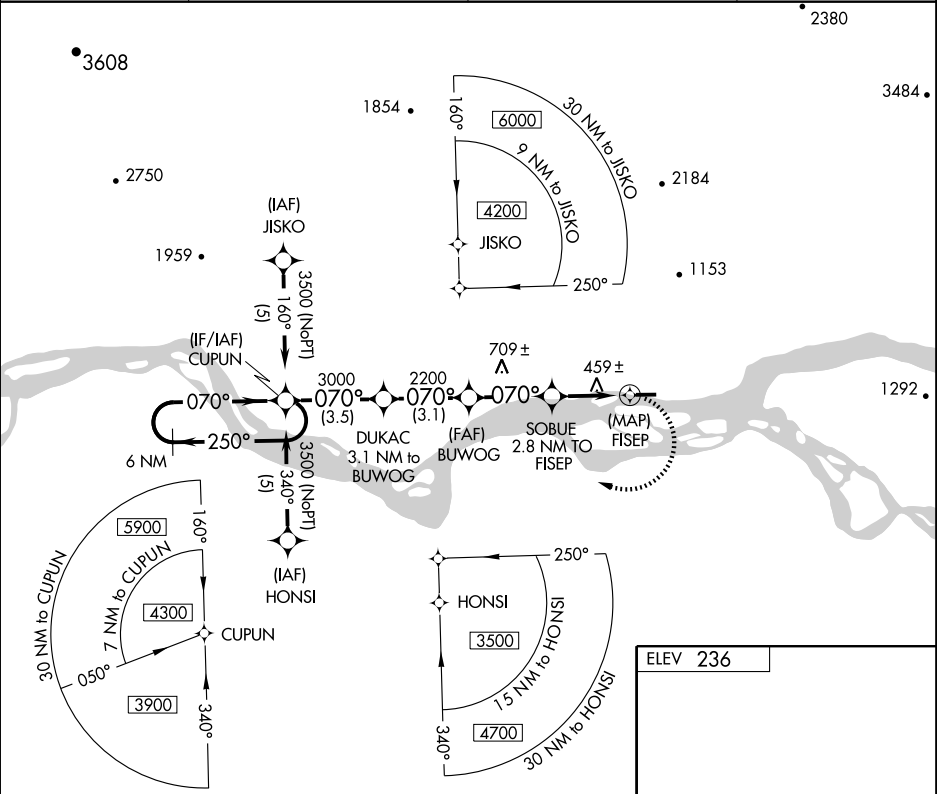
APP CRS	Rwy Idg	4400
070°	TDZE	229
	Apt Elev	236

RNAV (GPS) RWY 7

TANANA/ RALPH M. CALHOUN MEMORIAL (TAL) (PATA)

<p>▼ DME/DME RNP-0.3 NA. Circling NA north of Rwy 7-25.</p> <p>▲ Obtain local altimeter setting on CTAF; when not received, procedure NA.</p>	<p>MISSED APPROACH: Climbing right turn to 3500 direct CUPUN and hold.</p>
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ASOS 135.1	ANCHORAGE CENTER 133.1 285.4	FAIRBANKS RADIO 122.65	CTAF 122.9 0
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CATEGORY	A	B	C	D
LNNAV MDA	760-1 531 (600-1)	760-1½ 531 (600-1½)	760-1¾ 531 (600-1¾)	760-2 531 (600-2)
CIRCLING	760-1 524 (600-1)	760-1½ 524 (600-1½)	760-1¾ 524 (600-1¾)	760-2 564 (600-2)

MIRL Rwy 7-25 **0**

VOR/DME TAL 116.6 Chan 113	APP CRS 078°	Rwy Idg TDZE Apt Elev	4400 228 236
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VOR/DME RWY 7

TANANA/ RALPH M. CALHOUN MEMORIAL (TAL) (PATA)

▼ Circling NA North of Rwy 7-25

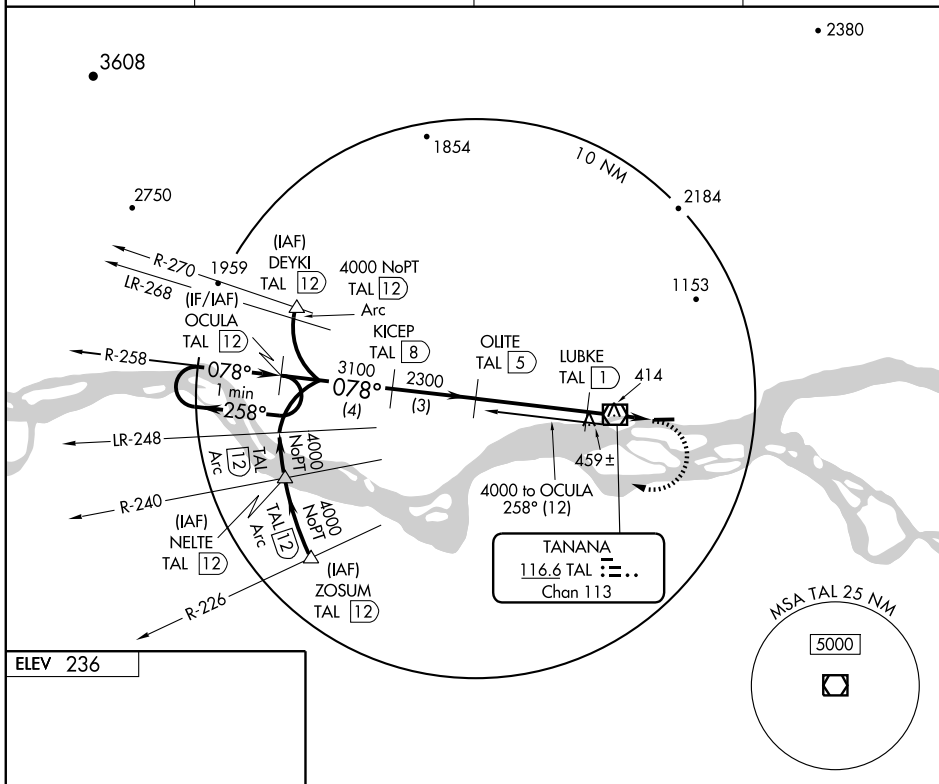
MISSED APPROACH: Climbing right turn to 4000 via heading 275° and TAL VOR/DME R-258 to OCULA 12 DME and hold, continue climb-in-hold to 4000.

ASOS
135.1

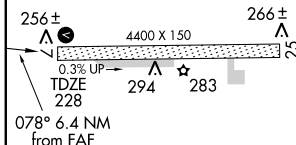
ANCHORAGE CENTER
133.1 285.4

FAIRBANKS RADIO
122.65

CTAF
122.9 0



ELEV 236

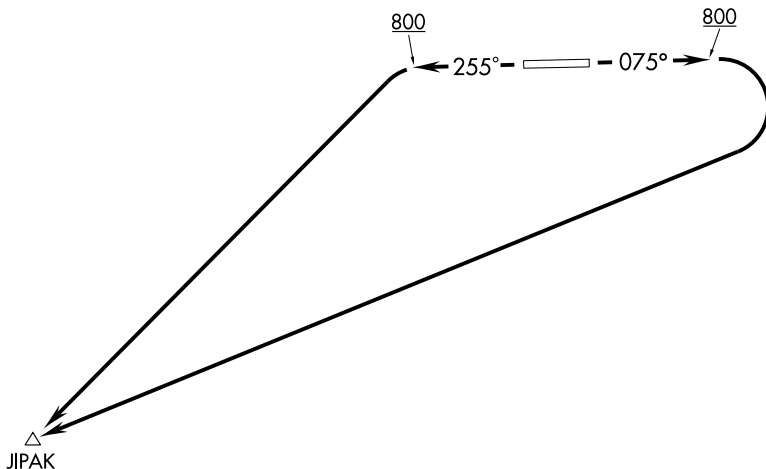


MRL Rwy 7-25 0

Knots	60	90	120	150	180
Min:Sec					

One Minute Holding Pattern	OCULA TAL 12		KICEP TAL 8		OLITE TAL 5		4000 HDG 275° and TAL R-258 116.6		OCULA TAL 12		
	←258°		078°→		078°		3100		2300		
	4000						LUBKE TAL 1		TAL 0.1		
VGSI and descent angles not coincident.						3.41° TCH 45		VOR/DME		TAL 1.4	
		4 NM		3 NM		4 NM		0.9 NM		0.1 1.4 NM	
CATEGORY	A		B		C		D				
S-7	720-1 492 (500-1)				720-1¼ 492 (500-1¼)		720-1½ 492 (500-1½)				
CIRCLING	720-1 484 (500-1)				720-1½ 484 (500-1½)		800-2 564 (600-2)				

JIPAK ONE DEPARTURE (RNAV)

ANCHORAGE CENTER
133.3 290.4

NOTE: GPS required.

NOTE: RNAV 1.

TAKE-OFF MINIMUMSRwy 7: 500-2 with minimum climb of 201 per NM to 1100 or standard
with minimum climb of 310 to 1100.

Rwy 25: 300-2 or standard with minimum climb of 220 per NM to 700.

TAKE-OFF OBSTACLE NOTESRwy 7: Vehicles and vegetation beginning 57' from DER, 500' left of centerline,
up to 15' AGL/314' MSL.Rwy 25: Vegetation and terrain beginning 1052' from DER, 276' right of centerline,
up to 10' AGL/359' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

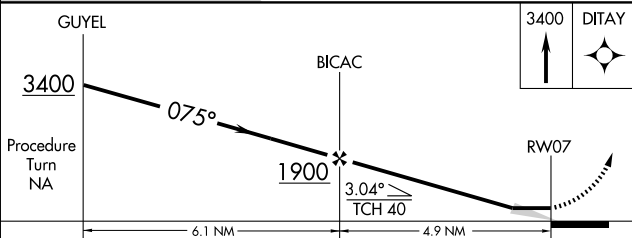
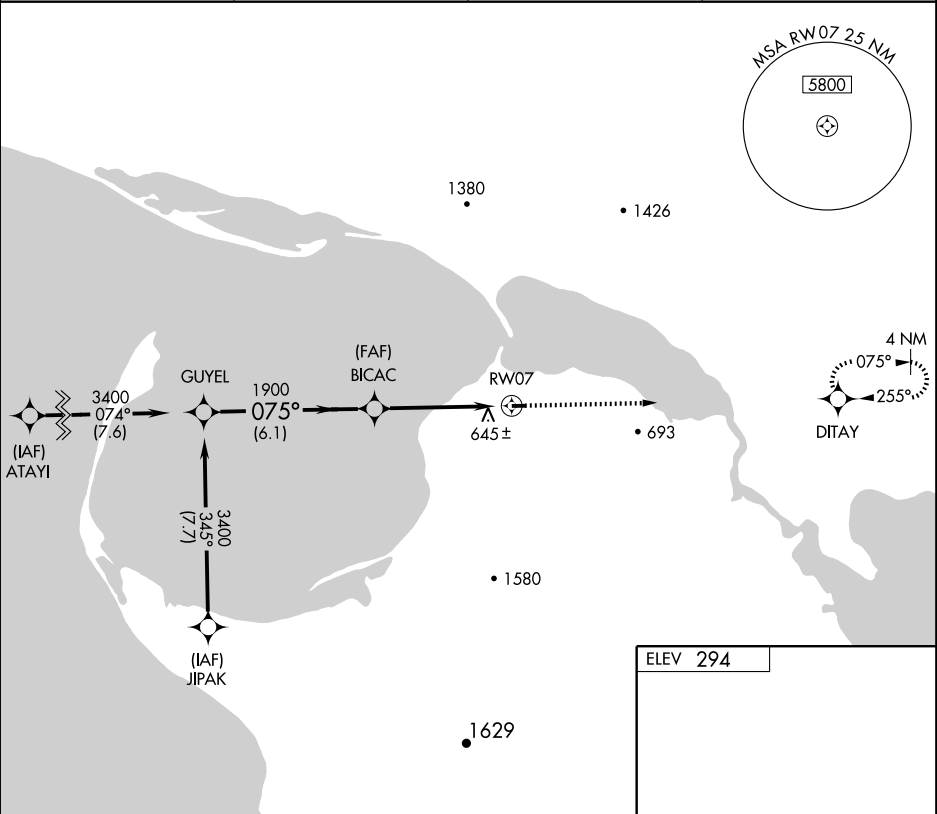
TAKE-OFF RUNWAY 7: Climb heading 075° to 800, then climbing right turn direct
JIPAK, thence. . .TAKE-OFF RUNWAY 25: Climb heading 255° to 800, then direct JIPAK, thence. . .

. . . maintain 6200 or assigned altitude.

RNAV (GPS) RWY 7
TELLER (TER) (PATE)

APP CRS 075°	Rwy Idg TDZE Apt Elev	3000 294 294
-----------------	-----------------------------	--------------------

▼ Use Tin City altimeter setting. ▲ NA DME/DME RNP-0.3 NA.		MISSED APPROACH: Climb to 3400 direct DITAY and hold.	
AWOS-3 118.375	ANCHORAGE CENTER 133.3 290.4	NOME RADIO 122.6	CTAF 123.0



CATEGORY	A	B	C	D
LNAV MDA	1020-1 726 (800-1)		1020-2 726 (800-2)	NA
CIRCLING	1060-1 766 (800-1)		1060-2 766 (800-2 1/4)	NA

ELEV 294

TDZE 294

3000 X 60

0.6% UP

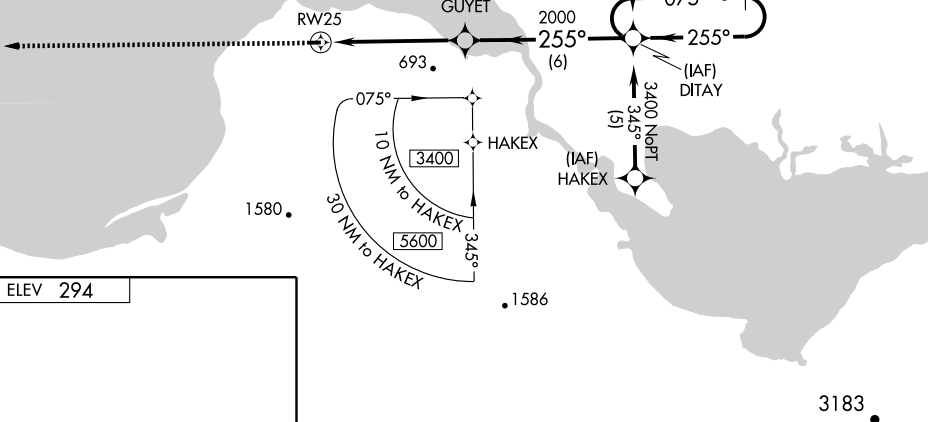
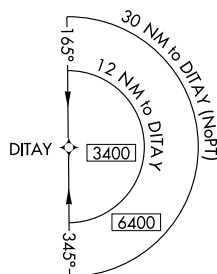
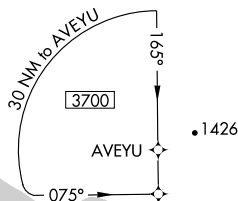
075° to RW07

MIRL Rwy 7-25

Rwy Idg	3000
TDZE	294
Apt Elev	294

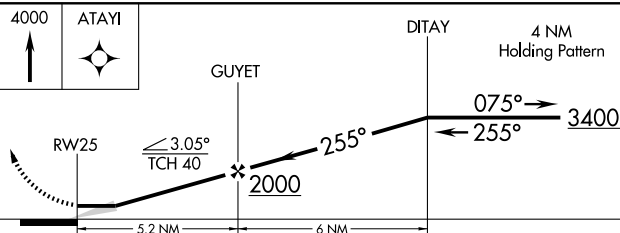
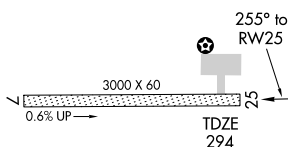
MISSED APPROACH: Climb to 4000 direct ATAYI and hold.

CTAF
123.0 **L**



AK. 22 OCT 2009 to 17 DEC 2009

ELEV 294



CATEGORY	A	B	C	D
LNAV MDA	1260-1¼ 966 (1000-1¼)	1260-1½ 966 (1000-1½)	1260-3 966 (1000-3)	NA
CIRCLING	1260-1¼ 966 (1000-1¼)	1260-1½ 966 (1000-1½)	1260-3 966 (1000-3)	NA

MIRL Rwy 7-25 **L**

NDB/DME TNC
347
Chan **119 (Y)**

APCH CRS
336°

Rwy Idg **4700**
THRE **240**
Arpt Elev **271**

AL-2334 [USAF]

TIN CITY LRRS (PATC)



** Circling not authorized W of Rwy 16-34.

* MISSED APPROACH: Climbing right turn to 3500 to intercept TNC 156° bearing to WNGCO/12 DME and hold. Climb in holding authorized.

ANCHORAGE CENTER
133.3 290.4

TIN CITY RADIO
122.6 126.2

**MILITARY CERTIFIED AIRCREWS OR
AUTHORIZED CONTRACT
AIRCRAFT ONLY. NOT FOR CIVIL USE.**

CAUTION:

Night operations not authorized.

2289' mountain 2 NM West of NDB/DME.

TIN CITY
347 TNC
Chan 119(Y)

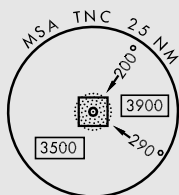
450
2289

1000
730
1100

2428

CAUTION: Uncontrolled Airspace below
700' AGL within 7 NM of Tin City airport.

CAUTION: Execution of Missed
Approach at MAP essential.



UBARE
TNC
6

(IAF)
WNGCO
TNC
12

Max holding
alt 6000

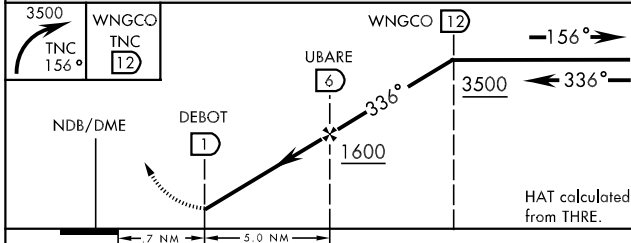
Arrival aircraft above 8,000 enter
holding pattern South of WNGCO.

* CAUTION: Missed Approach
Minimum Climb Rate to 1400

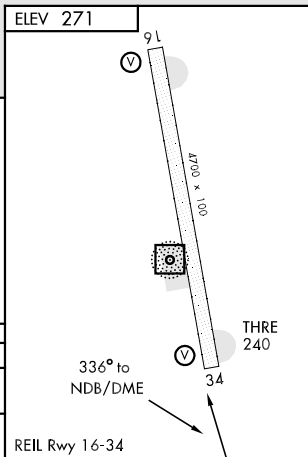
Knots	60	120	180	240	300
V/V(fpm)	270	540	810	1080	1350

Controlling Obstacle 1099'

EMERG SAFE ALT 100 NM 6800



CATEGORY	A	B	C	D
S-34	640-1	400	(400-1)	640-1½ 400 (400-1½)
CIRCLING **	720-1 449 (500-1)	780-1 509 (600-1)	780-1½ 509 (600-1½)	840-2 569 (600-2)



TIN CITY RADIO
122.6 126.2
ANCHORAGE CENTER
133.3 290.4

NOT FOR CIVIL USE

MILITARY CERTIFIED AIRCREWS OR
AUTHORIZED CONTRACT
AIRCRAFT ONLY

NIGHT OPERATIONS NOT AUTHORIZED

TIN CITY
347 TNC ≡ · — ·
Chan 119 (Y)

2289 ·
1134
450

1430

939

2428

2256

2119

FAMUR
TNC 8
12,000

TNC
16

EMERG SAFE ALT 100 NM 6800

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 16: Climb on track bearing 160° outbound to FAMUR. At FAMUR, continue climb to 5000 or ATC assigned altitude/MEA before proceeding on course. Climb in holding at FAMUR authorized.

TAKE-OFF RWY 34: Departures not authorized.

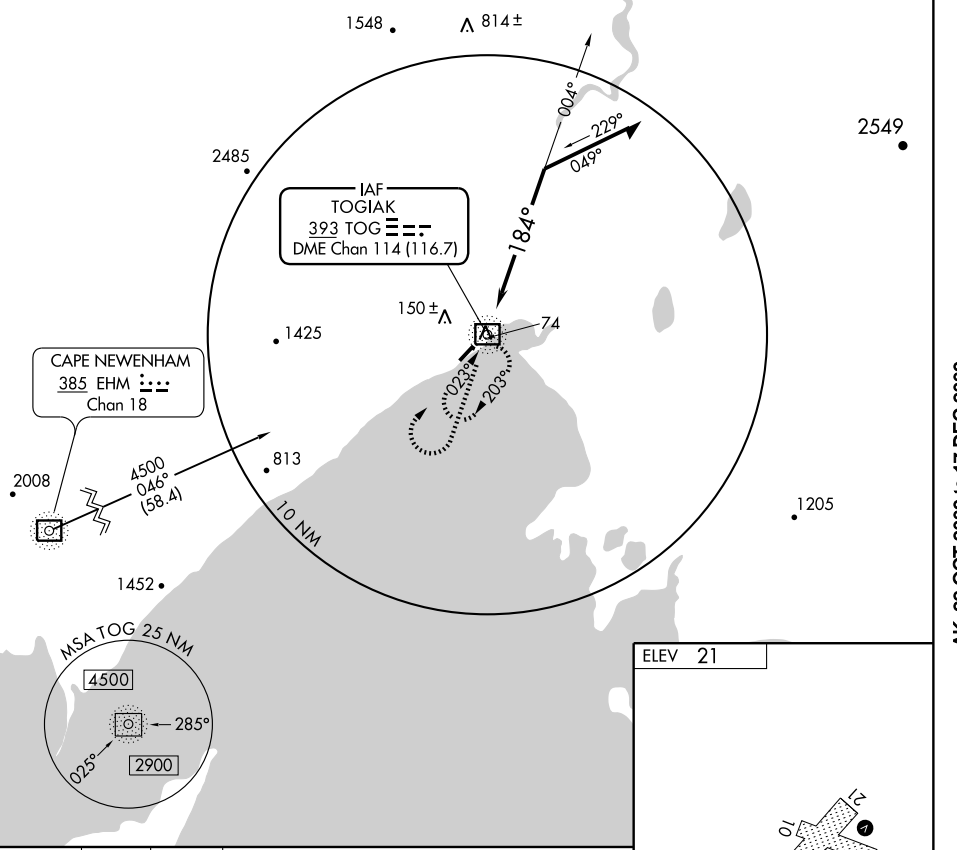
▼

▲

Circling NA for Cat D NW of runway 3-21.

MISSED APPROACH: Climb to 2400 then right turn direct TOG NDB/DME and hold.

AWOS-3 119.3	ANCHORAGE CENTER 132.75 282.35	CTAF 122.5
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2400 ↑

TOG 393

NDB/DME 6000

004° 184°

2400

Remain within 10 NM

ELEV 21

MIRL Rwy 3-21

4600 Y 75 981 X 59 12 28

CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	900-1 879 (900-1)	900-1¼ 879 (900-1¼)	900-2½ 879 (900-2½)	900-2¾ 879 (900-2¾)	Min:Sec					

AK. 22 OCT 2009 to 17 DEC 2009

NDB/DME TOG 393 Chgn 114 (116.7)	APP CRS 023°	Rwy Idg TDZE Apt Elev	N/A N/A 21
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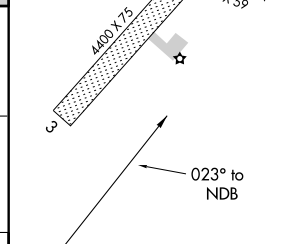
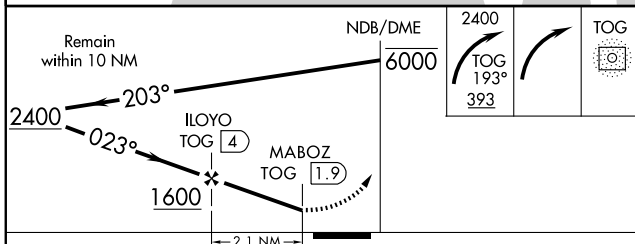
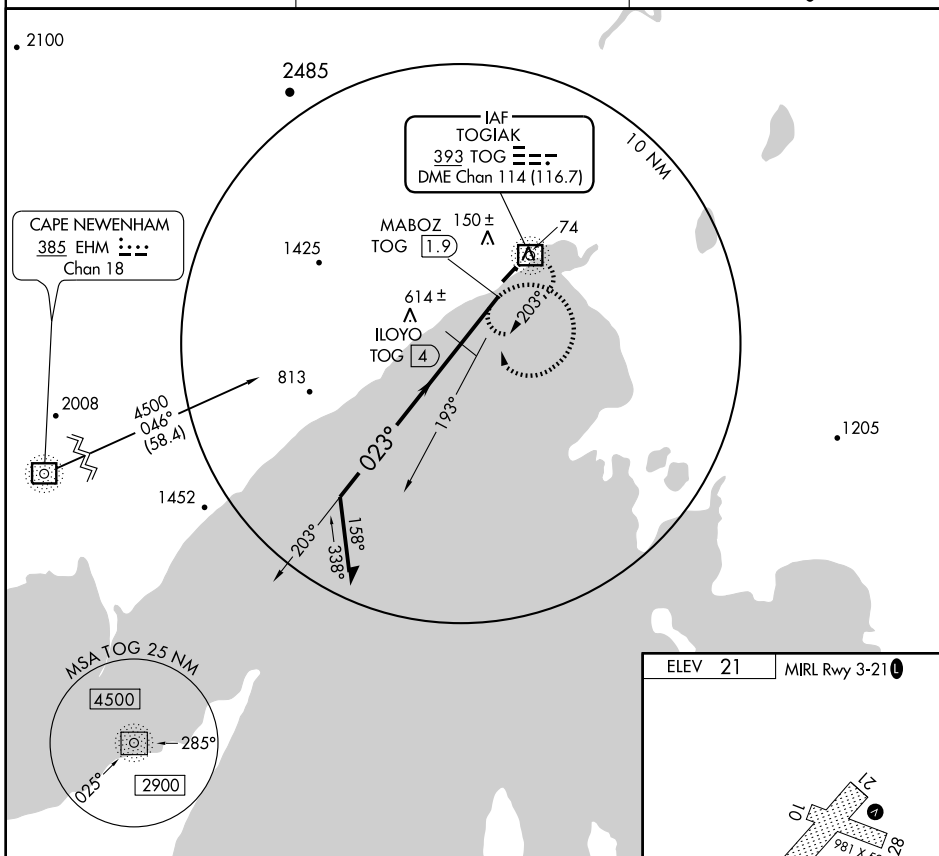
NDB/DME-A
TOGIAK (TOG)(PATG)

▼ Circling NA for Cat D NW of runway 3-21.

MISSED APPROACH: Climbing right turn via 193° bearing from TOG NDB/DME to 2400, then right turn direct TOG NDB/DME and hold.

AWOS-3
119.3

ANCHORAGE CENTER
132.75 282.35

CTAF
122.5 

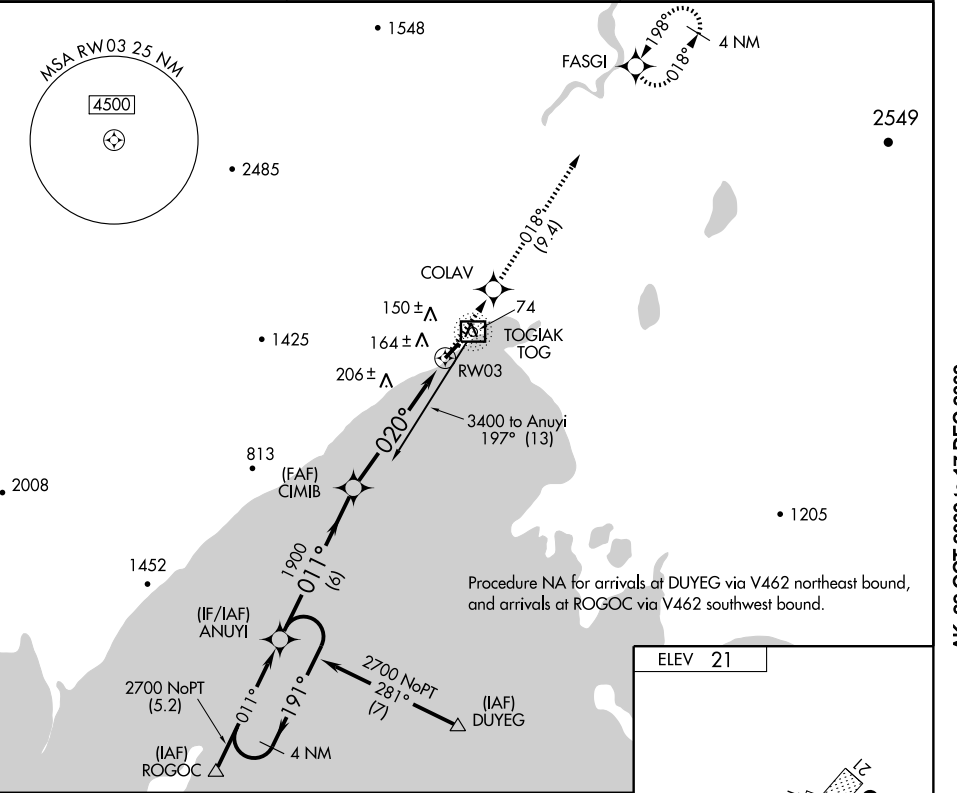
CATEGORY	A	B	C	D						
CIRCLING	680-1 659 (700-1)		680-1 $\frac{3}{4}$ 659 (700-1 $\frac{3}{4}$)	680-2 659 (700-2)	Knots	60	90	120	150	180
					Min:Sec					

▼

Circling NA for Cat D NW of runway 3-21.
DME/DME RNP-0.3 NA. Procedure NA at night.

MISSED APPROACH: Climb to 2700 direct
COLAV and via 018° track to FASGI and hold.

AWOS-3 119.3	ANCHORAGE CENTER 132.75 282.35	CTAF 122.5 0
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<div>4 NM Holding Pattern</div> <div>2700 ← 191° 011° → 2700</div>		<div>ANUYI</div> <div>011°</div>		<div>CIMIB</div> <div>020°</div>	<div>1.1 NM to RW03</div> <div>RW03</div>	<div>COLAV</div> <div>FASGI</div> <div>TRK 018°</div>
		<div>6 NM</div>		<div>1900</div> <div>3.05 ≥ TCH 40</div>	<div>1.1</div>	
CATEGORY	A	B	C	D		
LNNAV MDA	420-1 399 (400-1)				420-1¼ 399 (400-1¼)	
CIRCLING	480-1 459 (500-1)		480-1½ 459 (500-1½)		580-2 559 (600-2)	
MIRL Rwy 3-21 0						

AK. 22 OCT 2009 to 17 DEC 2009

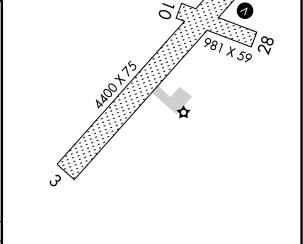
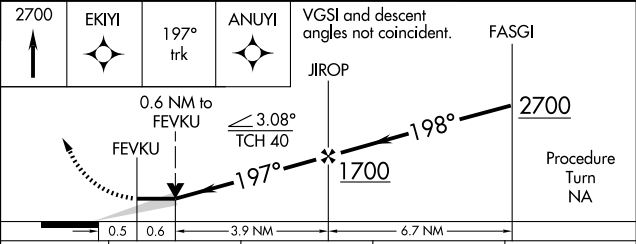
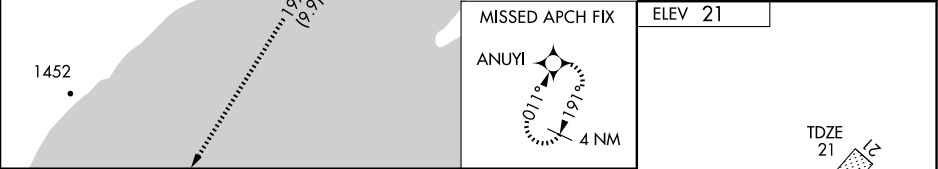
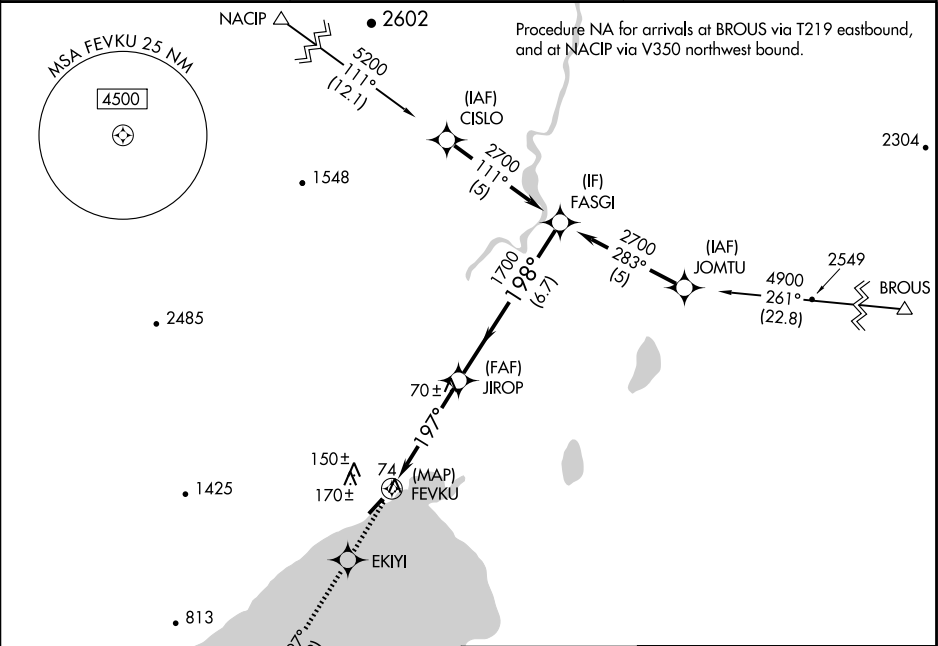
APP CRS 197°	Rwy Idg TDZE Apt Elev	4400 21 21
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RNAV (GPS) RWY 21

TOGIAK (TOG)(PATG)

<p>⚠ Circling NA for Cat D NW of Rwy 3-21. DME/DME RNP-0.3 NA. Procedure NA at night.</p>	<p>MISSED APPROACH: Climb to 2700 direct EKIYI and via 197° track to ANUYI and hold.</p>
--	--

AWOS-3 119.3	ANCHORAGE CENTER 132.75 282.35	CTAF 122.5 0
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CATEGORY	A	B	C	D
LNAV MDA	380-1	359 (400-1)		380-1¼ 359 (400-1¼)
CIRCLING	480-1	459 (500-1)	480-1½ 459 (500-1½)	580-2 559 (600-2)

MIRL Rwy 3-21 **0**

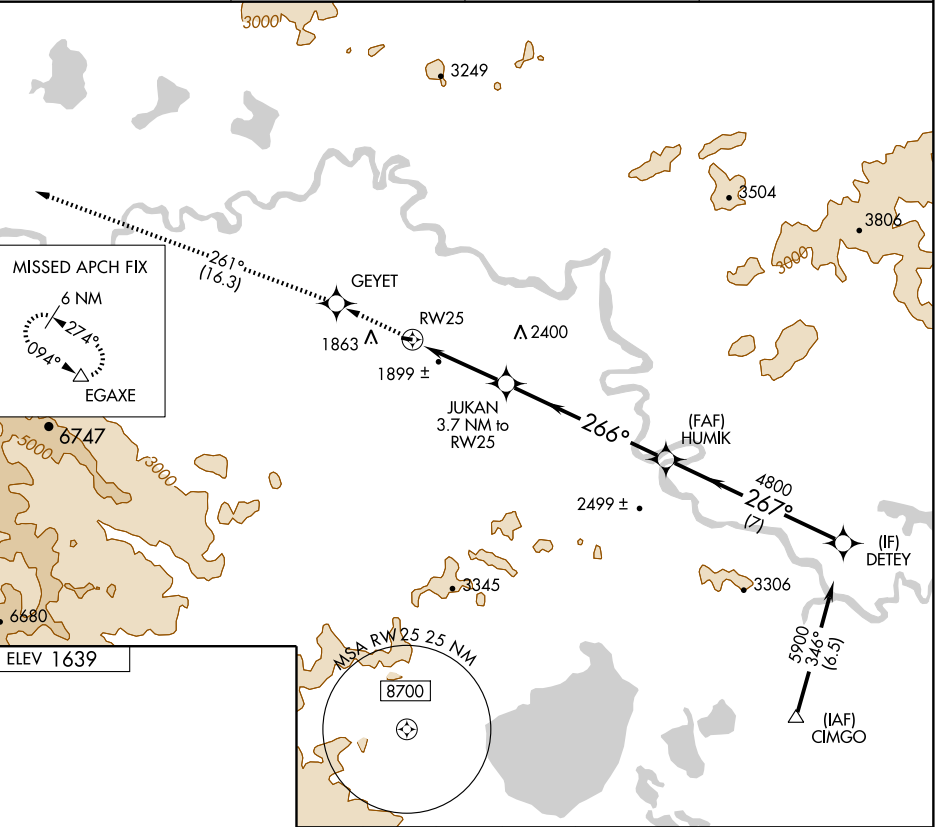
APP CRS 266°	Rwy Idg TDZE Apt Elev	N/A N/A 1639
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RNAV (GPS)-A

TOK JUNCTION (6K8) (PFTO)

<div><div>▼</div><div>NA</div></div>	DME/DME RNP-0.3 NA. Use Northway altimeter setting.	MISSED APPROACH: Climb to 8000 direct GEYET and via 261° track to EGAXE and hold, continue climb-in-hold to 8000.
--------------------------------------	--	---

NORTHWAY ASOS 135.4	ANCHORAGE CENTER 126.55 323.0	NORTHWAY RADIO 122.4	UNICOM 122.8 (CTAF) 0
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ELEV 1639

2509 x 50

25

266° to RW25

MIRL Rwy 7-25 0

8000	GEYET	261° TRK	EGAXE	DETEY
	JUKAN 3.7 NM to RW25		HUMIK	DETEY
		266°	267°	5900
	RW25	2740	4800	Procedure Turn NA
	3.7 NM	6.3 NM	7 NM	
CATEGORY	A	B	C	D
CIRCLING	2580-1¼	941 (1000-1¼)		NA

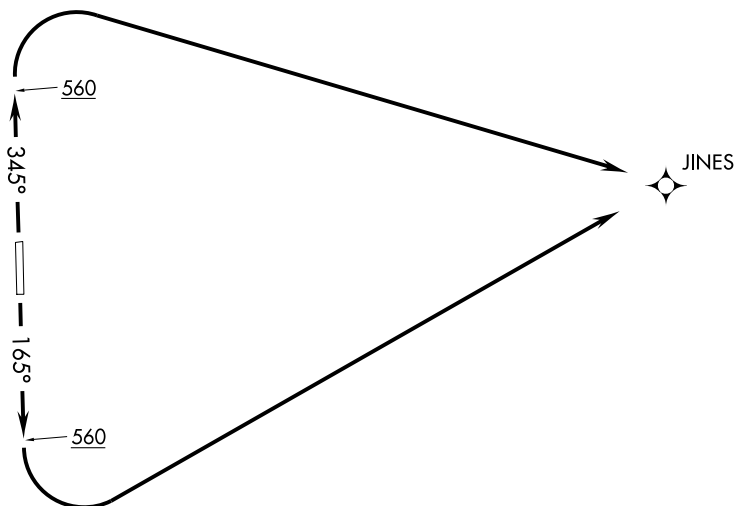
JINES ONE DEPARTURE (RNAV)

ANCHORAGE CENTER

125.2 372.0

CTAF

122.9

TAKE-OFF MINIMUMS

Rwy 16: Standard.

Rwy 34: Standard with minimum climb of 385' per NM to 1700.

TAKE-OFF OBSTACLES NOTES

Rwy 16: Multiple trees beginning 85' from DER, 300' right of centerline, up to 15' AGL / 65' MSL.

Multiple trees beginning 100' from DER, on centerline, up to 15' AGL / 61' MSL.

Rwy 34: Multiple trees beginning 1260' from DER, 240' right of centerline, up to 15' AGL / 64' MSL.

NOTES: 1. GPS Required.

2. RNAV 1.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 16: Climb heading 165° to 560, then left turn direct JINES, thenceTAKE-OFF RWY 34: Climb heading 345° to 560, then right turn direct JINES, thence

. . . . maintain 3000 or ATC assigned altitude.

RNAV (GPS) RWY 34

TOKSOOK BAY (OOK)(PA00)

APP CRS	Rwy Idg	3218
345°	TDZE	59
	Apt Elev	59

T Circling NA west of Rwy 16-34. DME/DME RNP-0.3 NA.
A When local altimeter setting not received, use Mekoryuk altimeter setting and increase all MDA 100 feet.

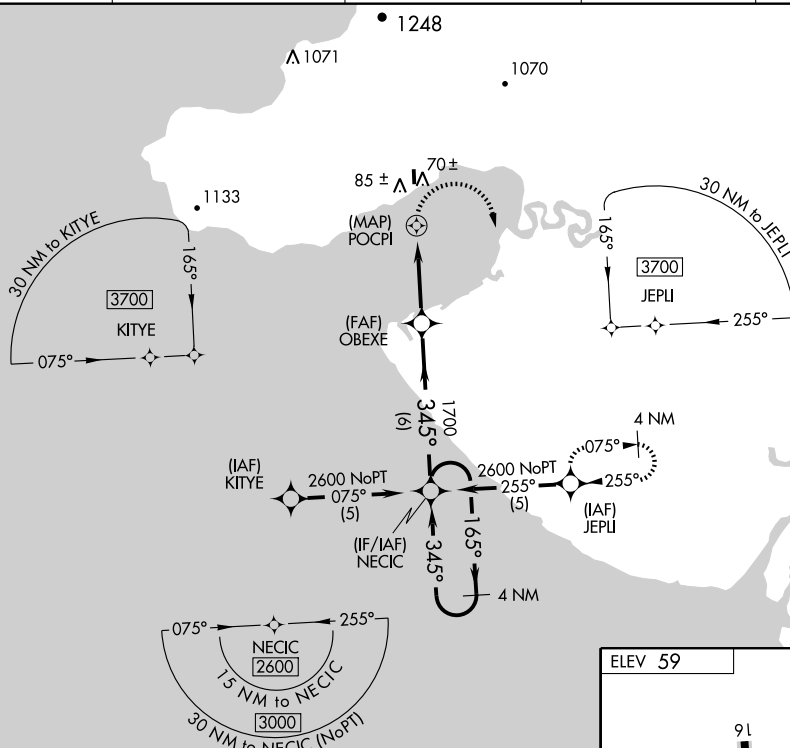
MISSED APPROACH: Climbing right turn to 3700 direct JEPL and hold, continue climb-in-hold to 3700.

ASOS
119.275

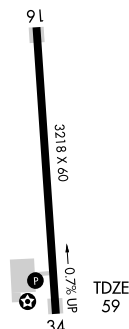
MEKORYUK AWOS-3
123.9

ANCHORAGE CENTER
125.2 372.0

KENAI RADIO
122.6

CTAF
122.9 **L**

ELEV 59



AK. 22 OCT 2009 to 17 DEC 2009



3700	JEPLI
	

Diagram illustrating a non-coincident VGS and descent path. The path starts at POCPI, passes through OBEXE, and ends at NECIC. The path is divided into segments with distances of 3.5 NM and 6 NM. The path angle is 3.08° TCH 30. The path is labeled 1700 and 2600. The path is labeled 165° and 345°. The path is labeled 4 NM Holding Pattern. The path is labeled VGS and descent angles not coincident.

CATEGORY	A	B	C	D
LNAV MDA	460-1 $\frac{3}{4}$	401 (500-1 $\frac{3}{4}$)	NA	
CIRCLING	500-1 $\frac{3}{4}$ 441 (500-1 $\frac{3}{4}$)	520-1 $\frac{3}{4}$ 461 (500-1 $\frac{3}{4}$)	NA	

REIL Rwy 34 **L**
MIRL Rwy 16-34 **L**

LOC I-UNK 111.3 Chan 50	APP CRS 146°	Rwy Idg TDZE Apt Elev 6004 27 27
---	------------------------	--

LOC/DME RWY 15
UNALAKLEET (UNK)(PAUN)

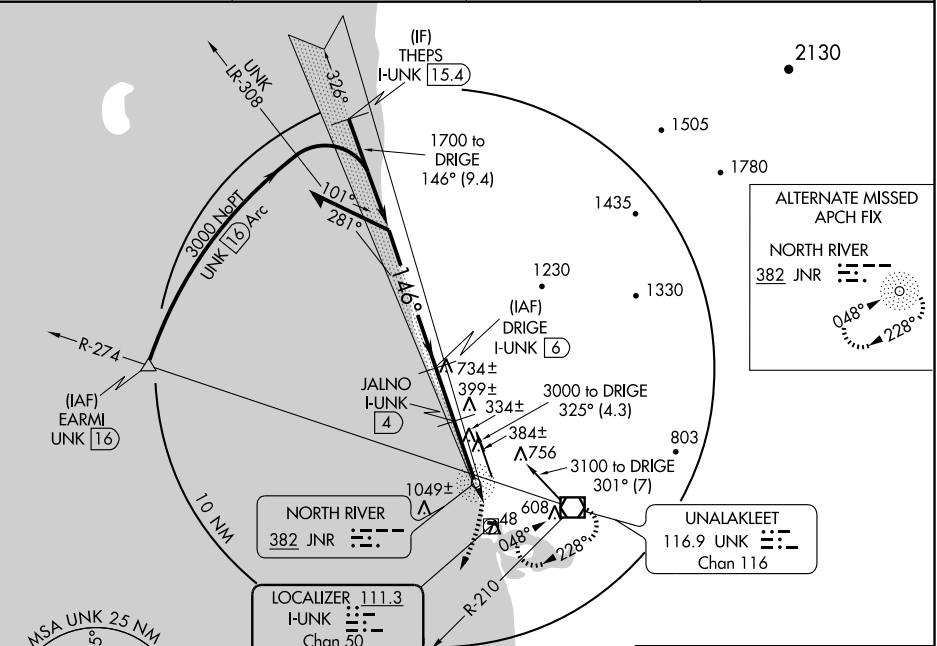
⚠ Inoperative table does not apply. Circling not authorized East of runway 15-33. Visibility reduction by helicopters NA. When local altimeter setting not received, use St. Michael altimeter setting and increase all MDA 120 feet; increase all Cat. C/D visibilities ½ mile.

A

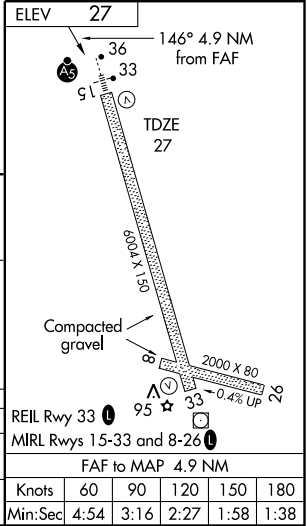
MALSR

MISSED APPROACH: Climbing right turn to 3000 via UNK VOR/DME R-210, then climbing right turn direct UNK VOR/DME and hold.

AWOS-3 132.25	ANCHORAGE CENTER 135.7 335.5	NOME RADIO 122.3	CTAF 123.0
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<p>Remain within 10 NM</p> <p>3000</p> <p>Use I-UNK DME when on the localizer course.</p> <p>DRIGE I-UNK 6</p> <p>* 1120 when using St. Michael altimeter setting.</p> <p>JALNO I-UNK 4</p> <p>I-UNK 1.1</p> <p>3.13° TCH 39</p> <p>*1000</p> <p>2 NM</p> <p>2.9 NM</p>				
CATEGORY	A	B	C	D
S-15	600-1	573 (600-1)	600-1½ 573 (600-1½)	600-1¾ 573 (600-1¾)
CIRCLING	600-1	573 (600-1)	600-1½ 573 (600-1½)	600-2 573 (600-2)

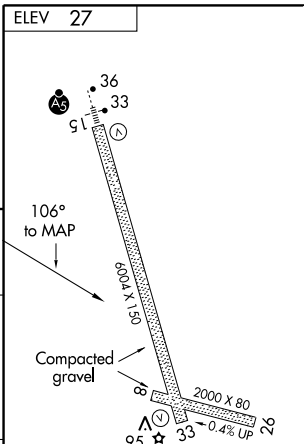
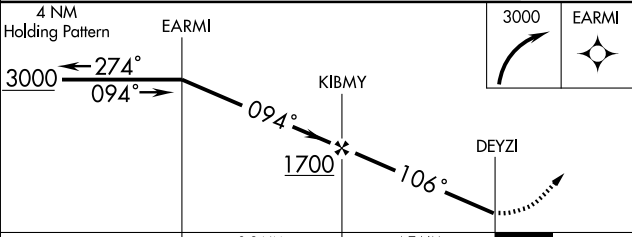
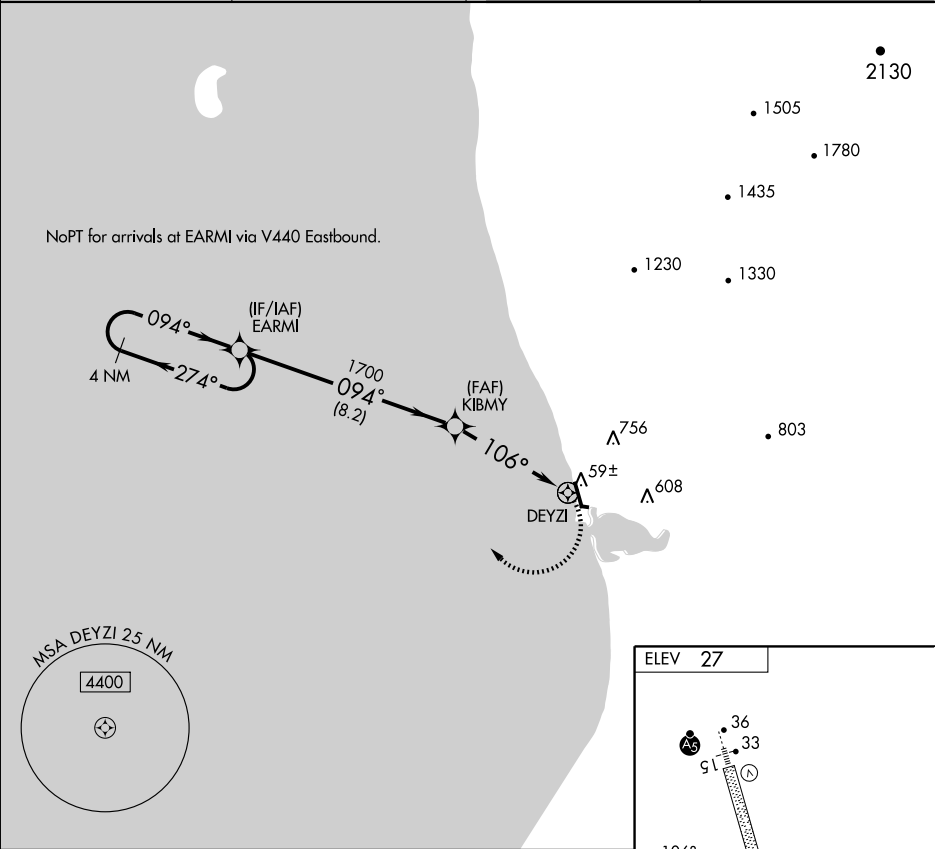


APP CRS	Rwy Idg	N/A
106°	TDZE	N/A
	Apt Elev	27

RNAV (GPS)-A
UNALAKLEET (UNK)(PAUN)

T A	Circling NA East of Rwy 15-33. DME/DME RNP-0.3 NA. When local altimeter setting not received, use St. Michael altimeter setting and increase all MDA 120 feet; increase Cat. D visibility ¼ mile.	MISSED APPROACH: Climbing right turn to 3000 direct EARMI and hold.
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AWOS-3 132.25	ANCHORAGE CENTER 135.7 335.5	NOME RADIO 122.3	CTAF 123.0 U
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CATEGORY	A	B	C	D
CIRCLING	440-1 413 (500-1)	480-1 453 (500-1)	480-1½ 453 (500-1½)	580-2 553 (600-2)

REIL Rwy 33 **U**
MIRL Rwy 15-33 and 8-26 **U**

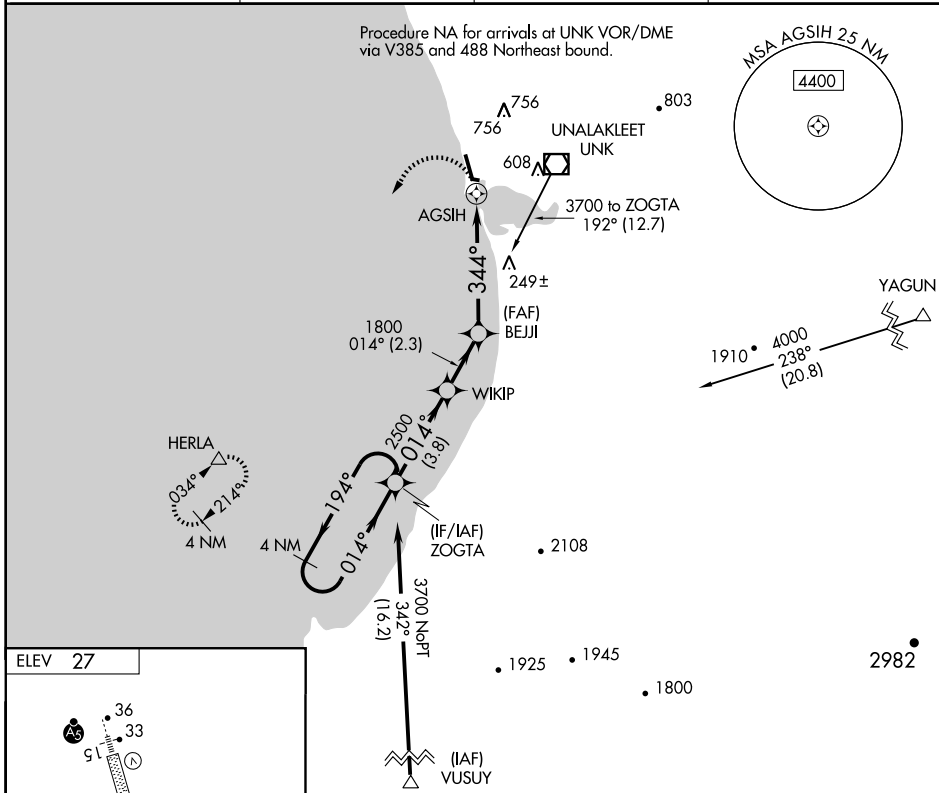
APP CRS	Rwy Idg	6004
344°	TDZE	24
	Apt Elev	27

RNAV (GPS) RWY 33
UNALAKLEET(UNK)(PAUN)

- ▼ Circling NA East of Rwy 15-33. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use St. Michael altimeter setting and increase all MDA 120 feet; increase all Cat. C/D visibilities ½ mile. VDP NA when using St. Michael altimeter setting.

MISSED APPROACH:
Climbing left turn to 3000
direct HERLA and hold.

AWOS-3 132.25	ANCHORAGE CENTER 135.7 335.5	NOME RADIO 122.3	CTAF 123.0 0
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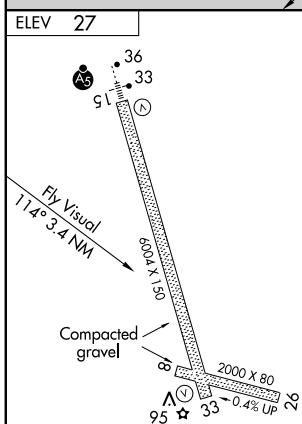
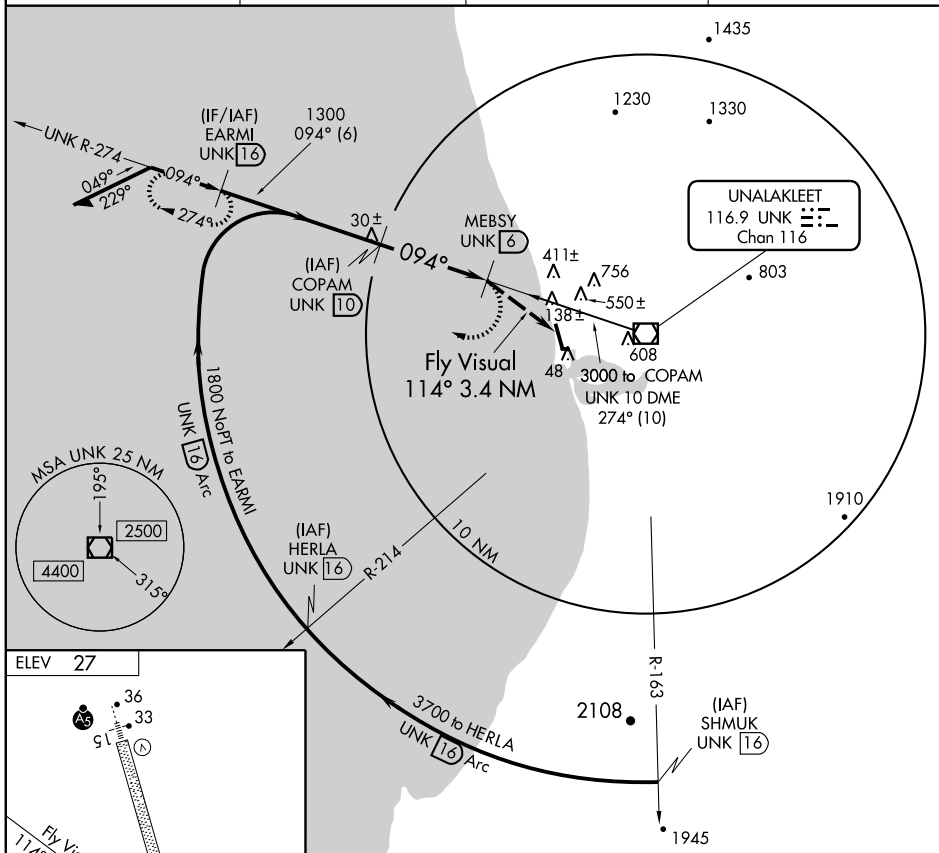
VOR/DME UNK 116.9	APP CRS 094°	Rwy Idg TDZE Apt Elev	N/A N/A 27
Chan 116			

VOR/DME-D
UNALAKLEET (UNK)(PAUN)

- ▼ Circling not authorized East of runway 15-33.
▲ When local altimeter setting not received, use St. Michael altimeter setting and increase all MDA 120 feet.

MISSED APPROACH: Climbing right turn to 2000 via UNK VOR/DME R-274 to EARM/16 DME and hold.

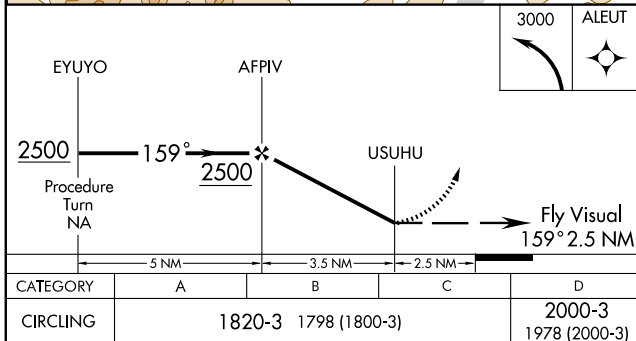
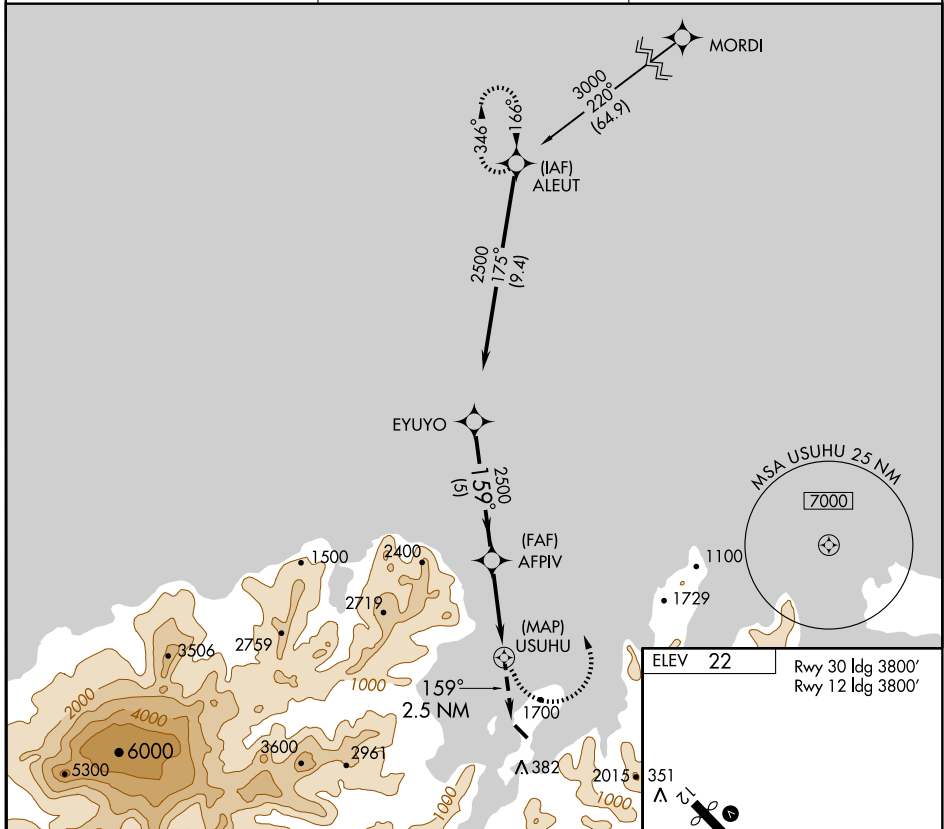
AWOS-3 132.25	ANCHORAGE CENTER 135.7 335.5	NOME RADIO 122.3	CTAF 123.0
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Remain within 10 NM	COPAM UNK 10	2000 UNK 116.9	UNK R-274 UNK 16	EARM UNK 16
3000	274°	1300	MEBSY UNK 6	Fly Visual 114° 3.4 NM
094°				
4 NM				
CATEGORY	A	B	C	D
CIRCLING	440-4 413 (500-4)	480-4 453 (500-4)	580-4 553 (600-4)	

REIL Rwy 33 **1**
MIRL Rwy 15-33 and 8-26 **1**

AWOS-3 125.8	ANCHORAGE CENTER 121.4	CTAF 122.6 0 *
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ELEV 22	Rwy 30 ldg 3800'
	Rwy 12 ldg 3800'

MIRL Rwy 12-30 **L**
REIL Rwy 12 and 30 **L**
LDIN Rwy 12

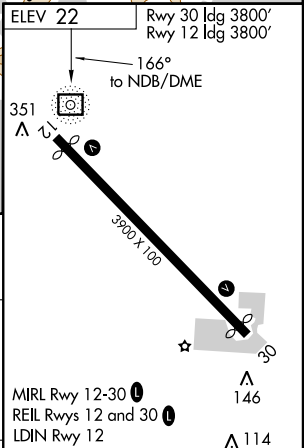
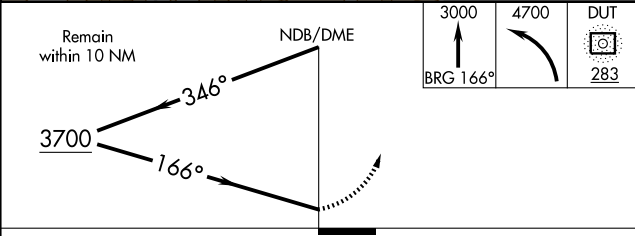
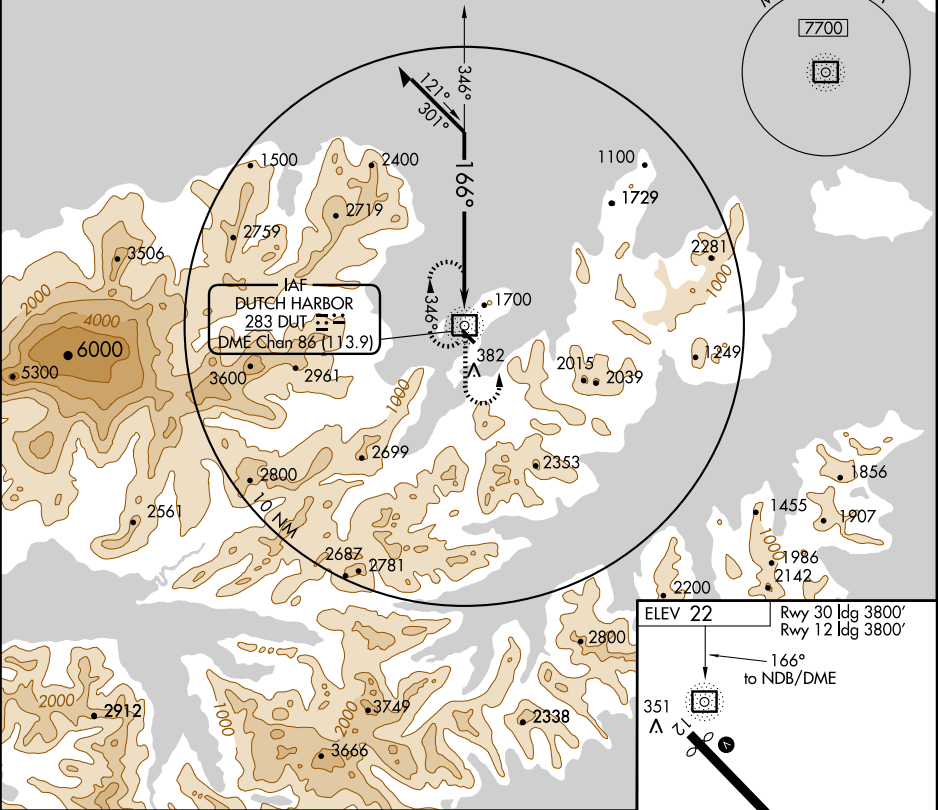
NDB/DME DUT	APP CRS	Rwy Idg TDZE	N/A
283	166°		N/A
Chan 86 (113.9)	Apt Elev		22

When Unalaska altimeter setting not available procedure not authorized.
Circling not authorized Northeast of Rwy 12-30.
Procedure not authorized at night.
Descend to 6000 in holding pattern.

MISSED APPROACH: Climb to 3000 via 166° bearing then climbing left turn to 4700 direct DUT NDB/DME and hold.

AWOS-3 125.8	ANCHORAGE CENTER 121.4	CTAF 122.6 0 *
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Strong winds may cause severe turbulence.



CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	2200-1¼ 2187 (2200-1¼)	2200-1½ 2187 (2200-1½)	2200-3	2187 (2200-3)	Min:Sec					

NDB/DME UTO 272 Chan 22 (Y)	APCH CRS 248°	Rwy Idg 4100 THRE 962 Arpt Elev 1220
---	-------------------------	---

AL-2335 [USAF]

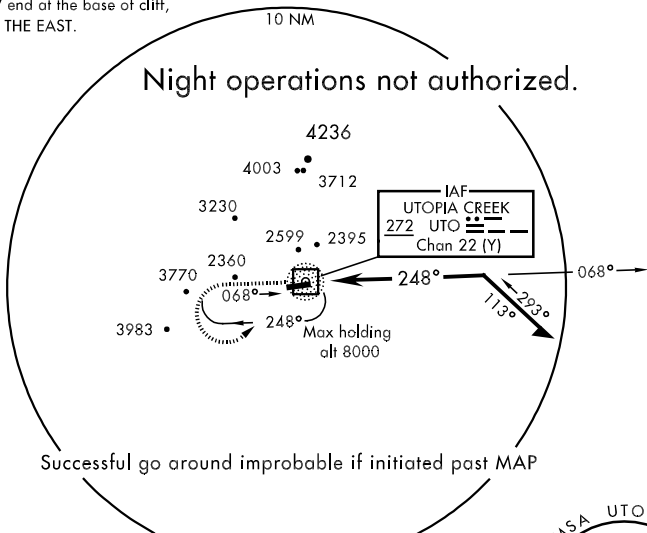
INDIAN MOUNTAIN LRRS (PAIM)



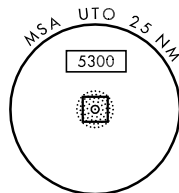
MISSED APPROACH: Climb on track 248° until 4400. Then turn left direct UTO NDB and hold at 6300. Climb in holding authorized.

ANCHORAGE CENTER APP/DEP CON 124.6 352.0	RCO 122.6 (FAIRBANKS)	CTAF 126.2	AWOS-3
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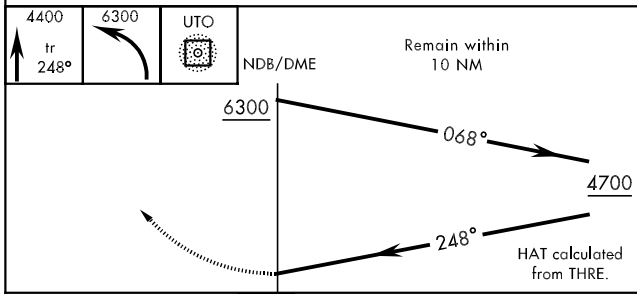
CAUTION: Rwy located on a slope of a 3415' mountain with W end at the base of cliff, APPROACH ONLY FROM THE EAST.



MILITARY CERTIFIED AIRCREWS OR
AUTHORIZED CONTRACT
AIRCRAFT ONLY. NOT FOR CIVIL USE.



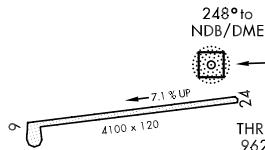
EMERG SAFE ALT 100 NM 9900



CATEGORY	A	B	C	D
S-24	3540-1 ¼ 2578 (2300-1¼)	3540-1½ 2578 (2300-1½)	3540-3 2578 (2300-3)	
CIRCLING	NOT AUTHORIZED			

ELEV 1220

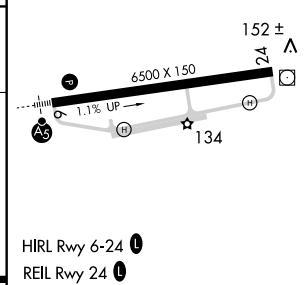
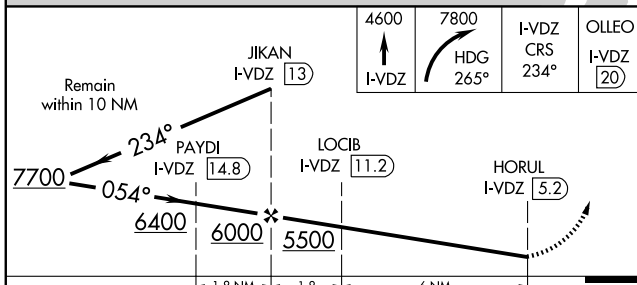
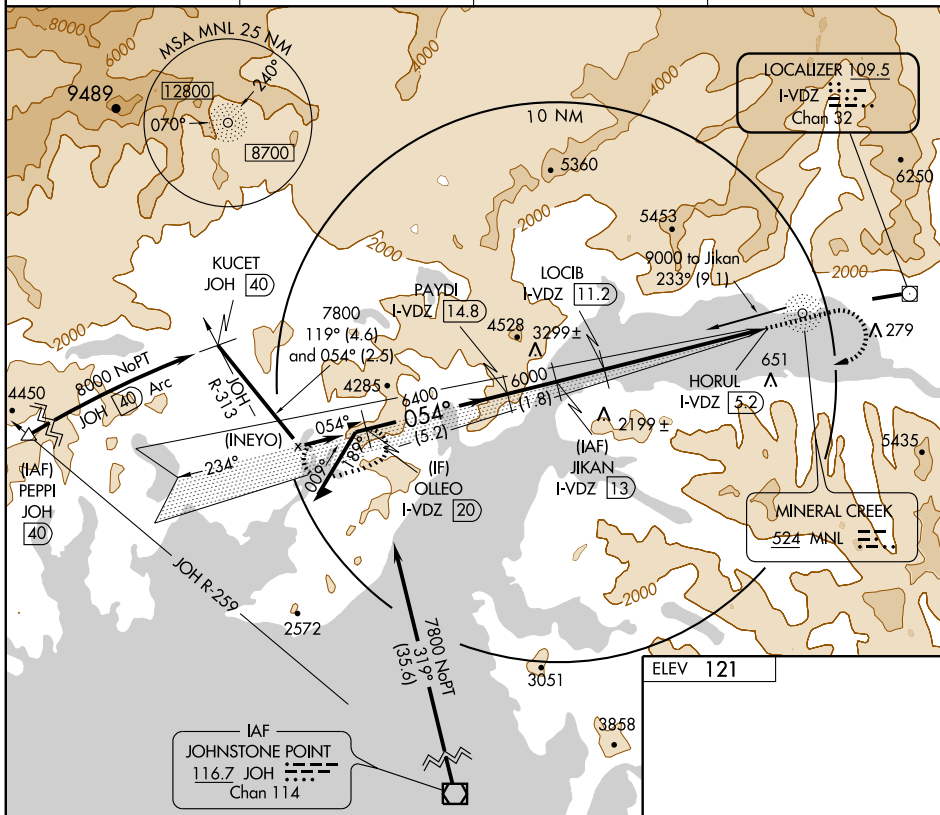
Land Rwy 24
Take-off Rwy 6



REIL Rwy 24

LDA/DME-H
VALDEZ PIONEER FIELD (VDZ) (PAVD)

MISSED APPROACH: Climb via I-VDZ locator to 4600 then climbing right turn to 7800 via heading 265° and I-VDZ southwest course 234° to OLLEO Int/20 DME and hold, continue climb-in-hold to 7800.

CTAF 122.9 

AK. 22 OCT 2009 to 17 DEC 2009

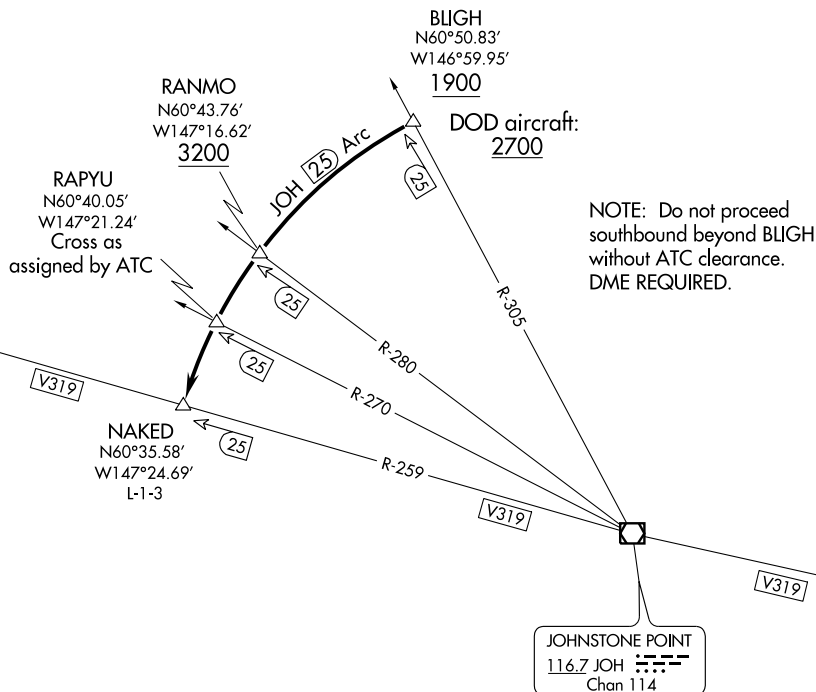
CATEGORY		A	B	C	D						
CIRCLING	4540-5 4419 (4500-5)					Knots	60	90	120	150	180
						Min:Sec					

NAKED THREE DEPARTURE

ANCHORAGE CENTER
119.3 269.4
JUNEAU RADIO 122.2
CTAF 122.9

TAKEOFF MINIMUMS:

Rwy 6, 24, 2000-3 (DOD aircraft 3500-3)
NA at night.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

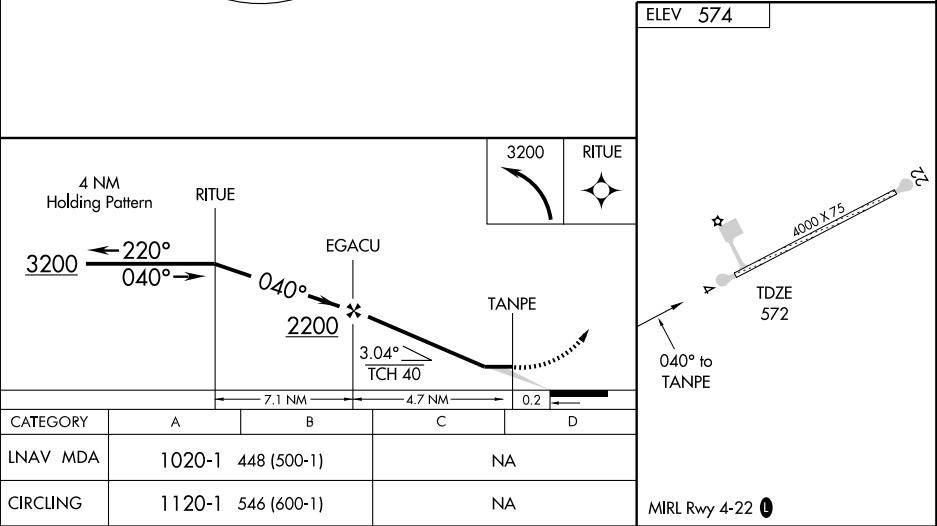
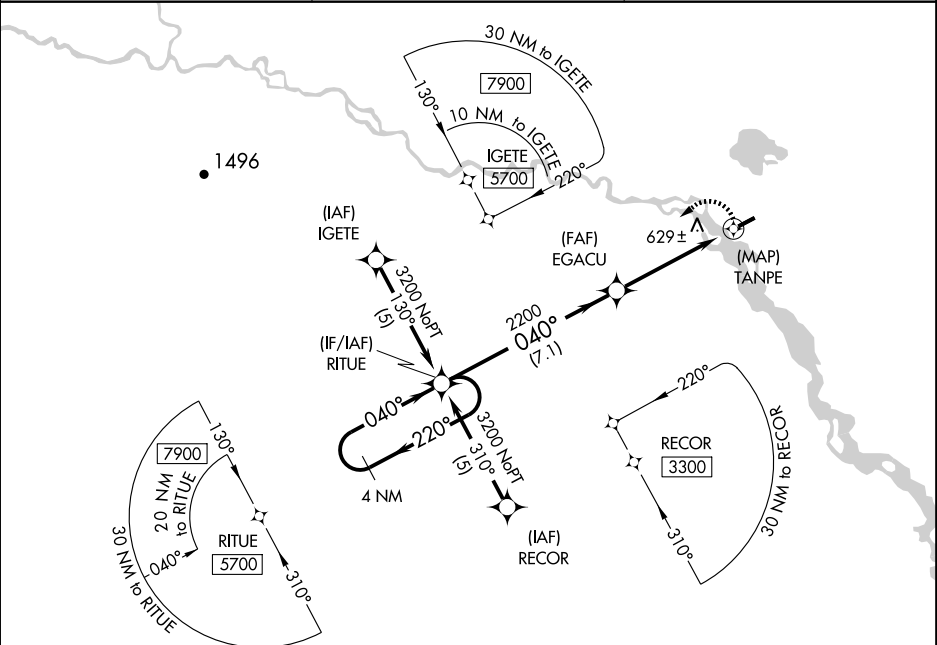
Proceed in visual conditions from Valdez Airport to BLIGH (JOH R-305/25 DME) to cross BLIGH at or above 1900' (visual conditions must be maintained from takeoff until established over BLIGH at or above 1900' MSL) (DOD aircraft: cross BLIGH at or above 2700'). Proceed southbound on JOH 25 DME ARC to NAKED; cross RANMO at or above 3200'. Cross RAPYU as assigned by ATC. Thence via (assigned route).

APP CRS	Rwy Idg	4000
040°	TDZE	572
	Apt Elev	574

RNAV (GPS) RWY 4
VENETIE (VEE) (PAVE)

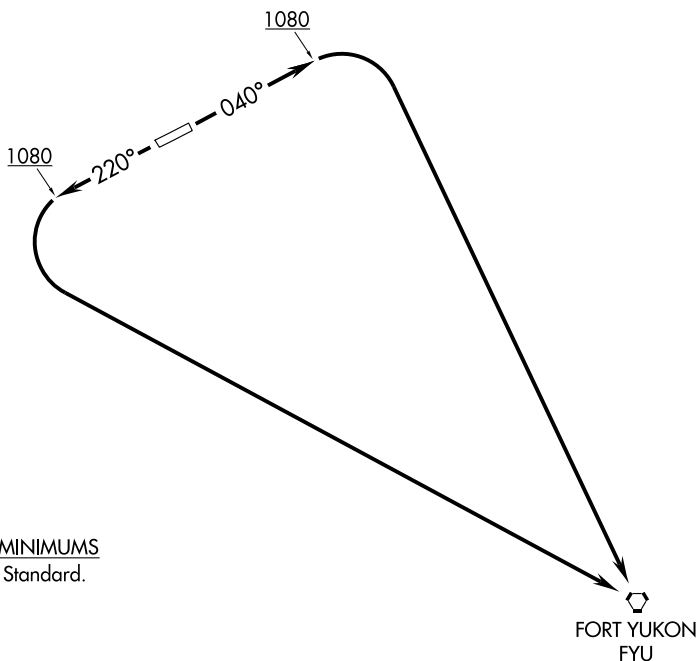
Use Fort Yukon altimeter setting; when not received procedure NA. Procedure NA at night. NA DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing left turn to 3200 direct RITUE and hold.
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FORT YUKON AWOS-3 125.8	ANCHORAGE CENTER 135.0 284.7	CTAF 122.9
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VENETIE ONE DEPARTURE (RNAV)

FORT YUKON AWOS-3
125.8
ANCHORAGE CENTER
135.0 284.7

TAKE-OFF MINIMUMS

Rwy 4, 22: Standard.

NOTE: GPS required.

NOTE: RNAV 1.

NOTE: Runway is gravel.

NOTE: Procedure NA for Cat C/D aircraft.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4: Climb heading 040° to 1080, then right turn direct FYU VORTAC,
Thence

TAKE-OFF RUNWAY 22: Climb heading 220° to 1080, then left turn direct FYU VORTAC,
Thence

.... maintain 5000 or ATC assigned altitude.

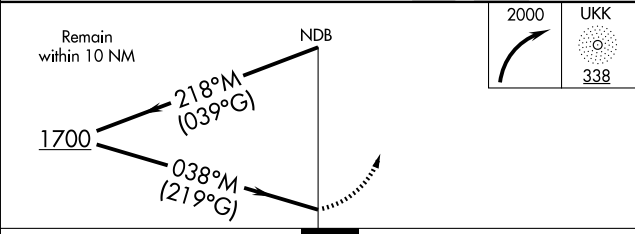
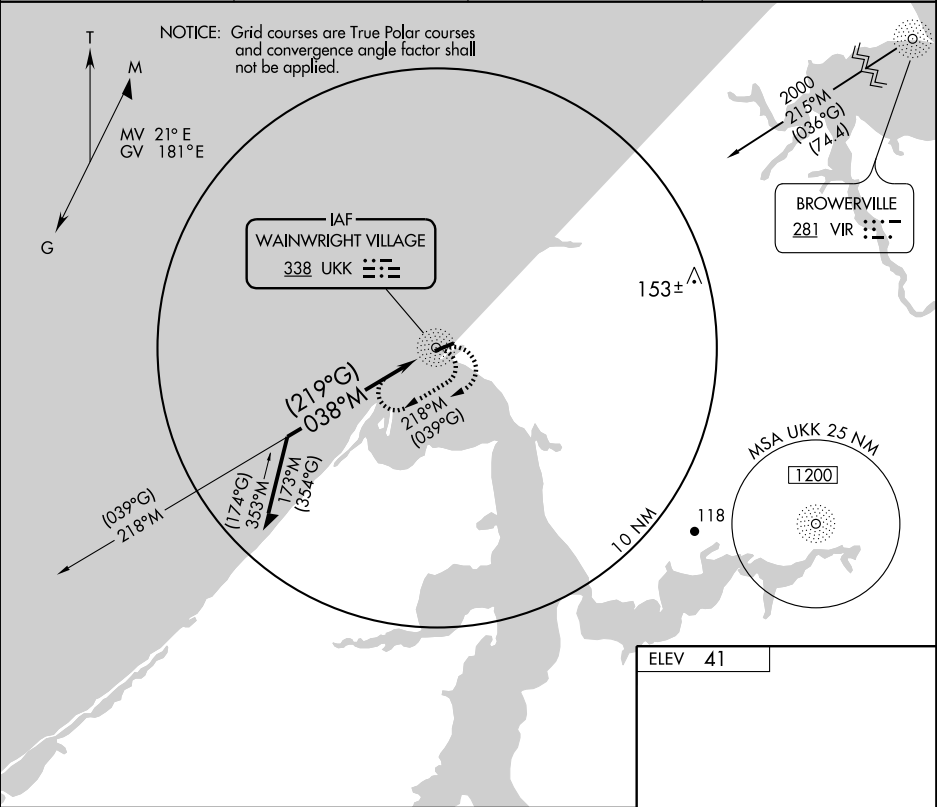
NDB RWY 5

WAINWRIGHT (AWI)(PAWI)

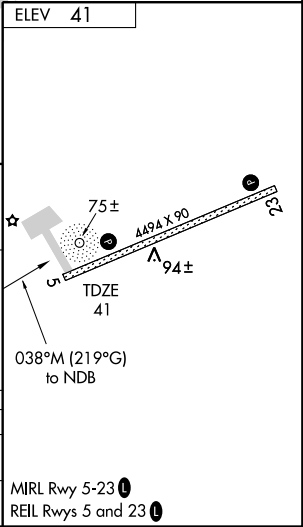
NDB	UKK	APP CRS	Rwy Idg	4494
338		038° M	TDZE	41
		(219° G)	Apt Elev	41

MISSED APPROACH: Climbing right turn to 2000 in UKK NDB holding pattern.

AWOS-3 132.25	ANCHORAGE CENTER 135.3 239.25	FAIRBANKS RADIO 122.5	CTAF 122.8
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CATEGORY	A	B	C	D
S-5	480-1	439 (500-1)	480-1¼ 439 (500-1¼)	480-1½ 439 (500-1½)
CIRCLING	500-1	459 (500-1)	500-1½ 459 (500-1½)	600-2 559 (600-2)



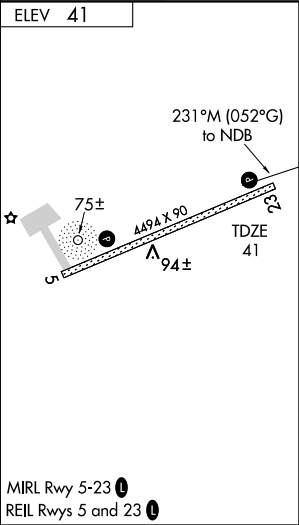
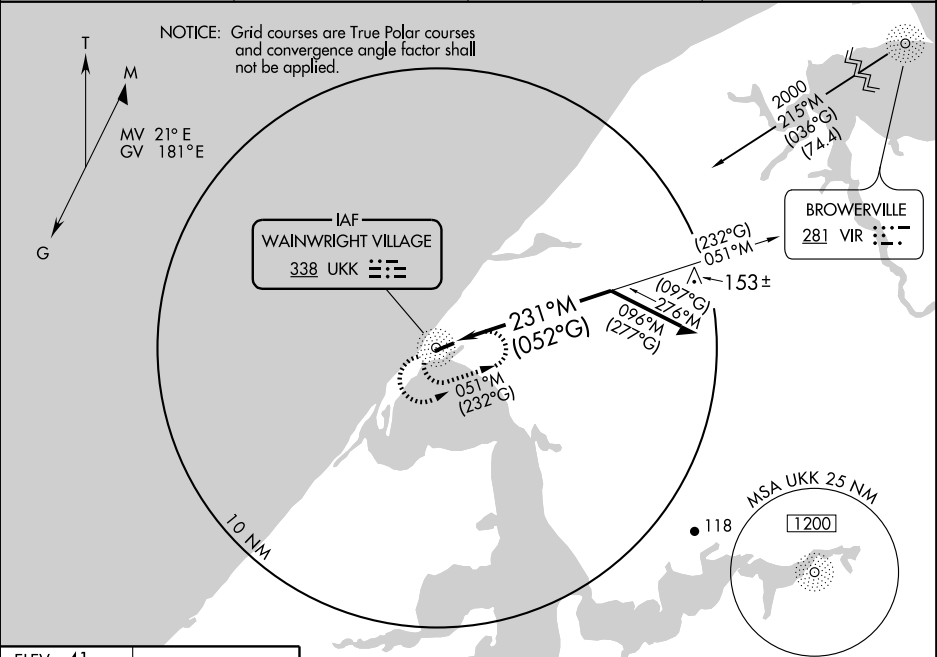
MIRL Rwy 5-23
REIL Rwys 5 and 23

NDB	UKK	APP CRS	Rwy Idg	4494
338		231° M	TDZE	41
		(052°G)	Apt Elev	41

NDB RWY 23
WAINWRIGHT (AWD)(PAWI)

AWOS-3 132.25		ANCHORAGE CENTER 135.3 239.25	FAIRBANKS RADIO 122.5	CTAF 122.8
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MISSED APPROACH: Climbing left turn to 2000 in UKK NDB holding pattern.



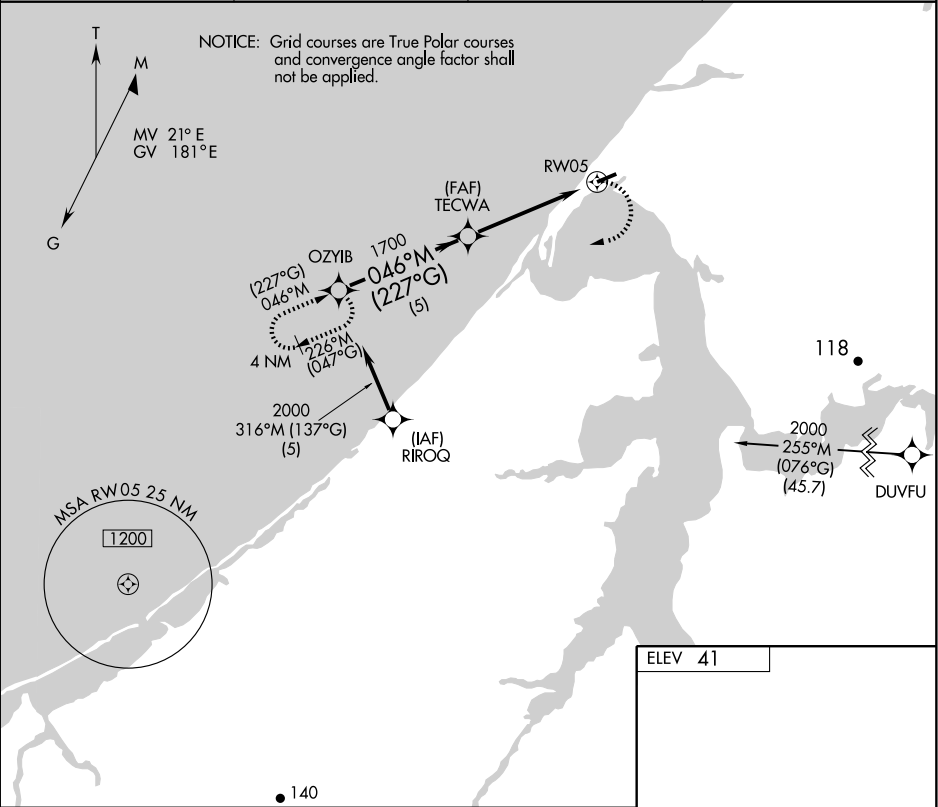
2000 UKK 338		NDB		Remain within 10 NM
		051°M (232°G)		1700
		231°M (052°G)		
CATEGORY	A	B	C	D
S-23	560-1	519 (600-1)	560-1½ 519 (600-1½)	560-1¾ 519 (600-1¾)
CIRCLING	560-1	519 (600-1)	560-1½ 519 (600-1½)	600-2 559 (600-2)

APP CRS 046° M (227° G)	Rwy Idg 4494 TDZE 41 Apt Elev 41
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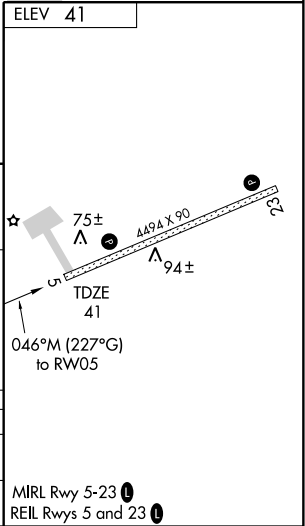
RNAV (GPS) RWY 5
WAINWRIGHT (AWI) (PAWI)

DME/DME RNP- 0.3 NA.	MISSED APPROACH: Climbing right turn to 2000 direct OZYIB and hold.
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AWOS-3 132.25	ANCHORAGE CENTER 135.3 239.25	FAIRBANKS RADIO 122.5	CTAF 122.8
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Procedure	OZYIB	TECWA	2000	OZYIB
Turn	NA			
NA				
2000				
046°M (227°G)				
1700				
3.05° TCH 45				
1.1 NM to RW05				
5 NM				
3.9 NM				
1.1				
CATEGORY	A	B	C	D
LNAV MDA	400-1	359 (400-1)	400-1¼	359 (400-1¼)
CIRCLING	500-1	459 (500-1)	500-1½	600-2
			459 (500-1½)	559 (600-2)

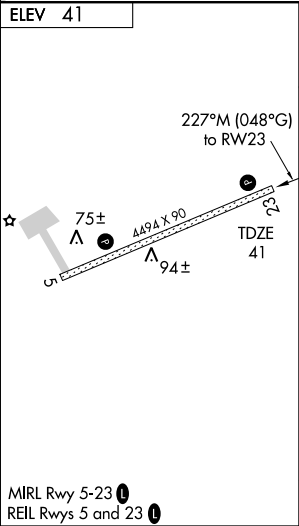
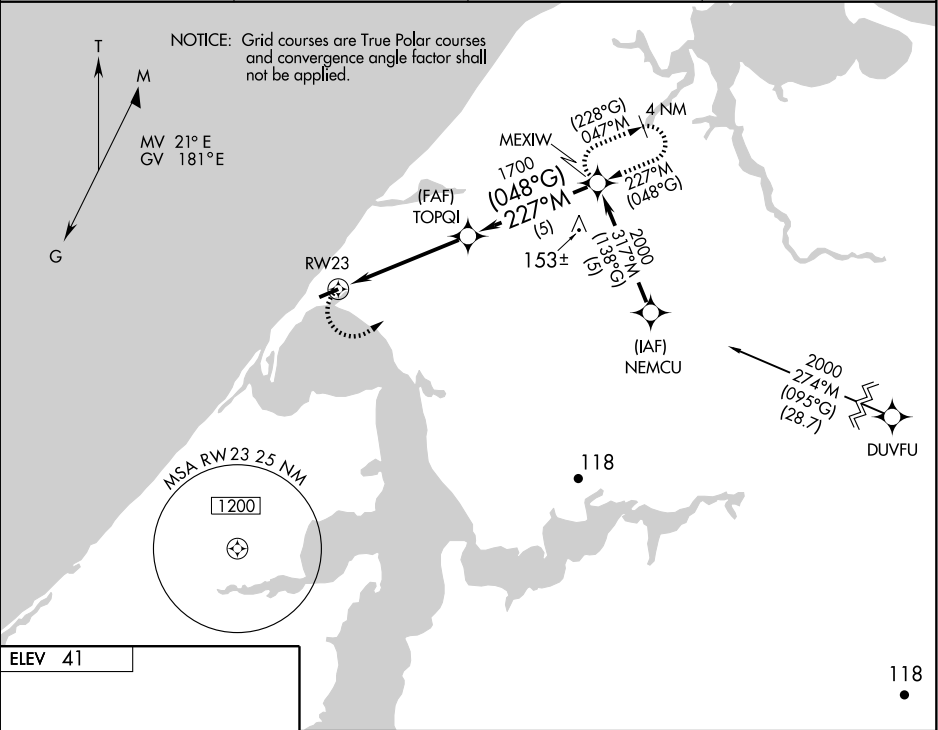


APP CRS 227° M (048° G)	Rwy Idg TDZE Apt Elev	4494 41 41
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RNAV (GPS) RWY 23

WAINWRIGHT (AWI) (PAWI)

DME/DME RNP-0.3 NA.		MISSED APPROACH: Climbing left turn to 2000 direct MEXIW and hold.	
AWOS-3 132.25	ANCHORAGE CENTER 135.3 239.25	FAIRBANKS RADIO 122.5	CTAF 122.8 0



2000	MEXIW	Procedure Turn NA			
CATEGORY	A	B	C	D	
LNAV MDA	440-1 399 (400-1)			440-1¼ 399 (400-1¼)	
CIRCLING	500-1	459 (500-1)	500-1½ 459 (500-1½)	600-2 559 (600-2)	

RNAV (GPS) RWY 36

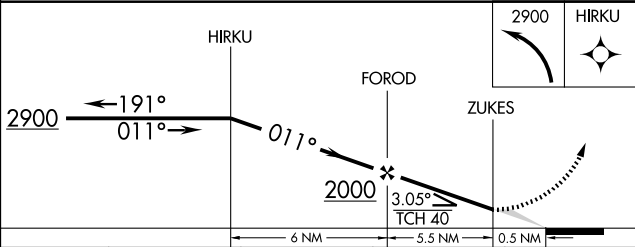
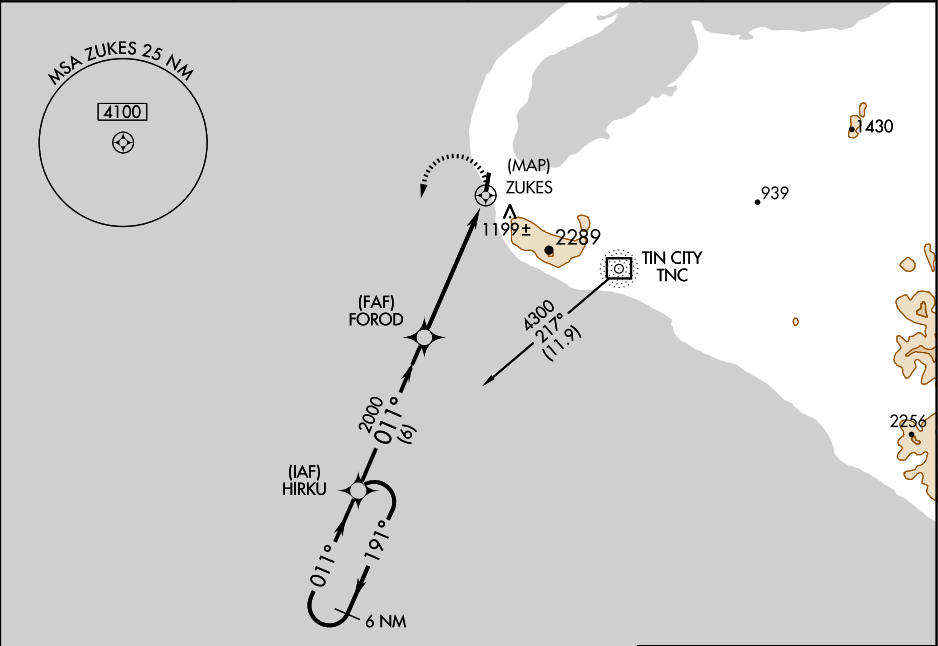
WALES (IWK)(PAIW)

APP CRS	Rwy Idg	4000
011°	TDZE	22
	Apt Elev	22

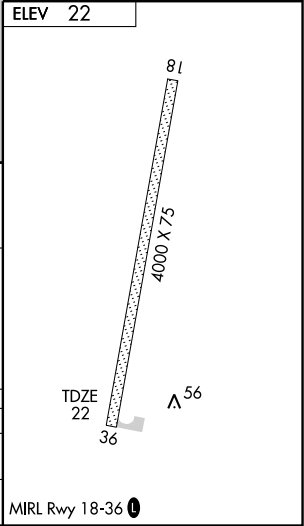
Circling NA east of Rwy 18-36. DME/DME RNP-0.3 NA.
 NA Use Tin City altimeter setting; if not received, procedure NA.

MISSED APPROACH: Climbing left turn to 2900 direct HIRKU WP and hold.

AWOS-3 118.525	ANCHORAGE CENTER 133.3 290.4	NOME RADIO 122.6	CTAF 123.0
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CATEGORY	A	B	C	D
LNNAV MDA	1540-1¼ 1518 (1600-1¼)	1540-1½ 1518 (1600-1½)	1540-3 1518 (1600-3)	NA
CIRCLING	1540-1¼ 1518 (1600-1¼)	1540-1½ 1518 (1600-1½)	1540-3 1518 (1600-3)	NA



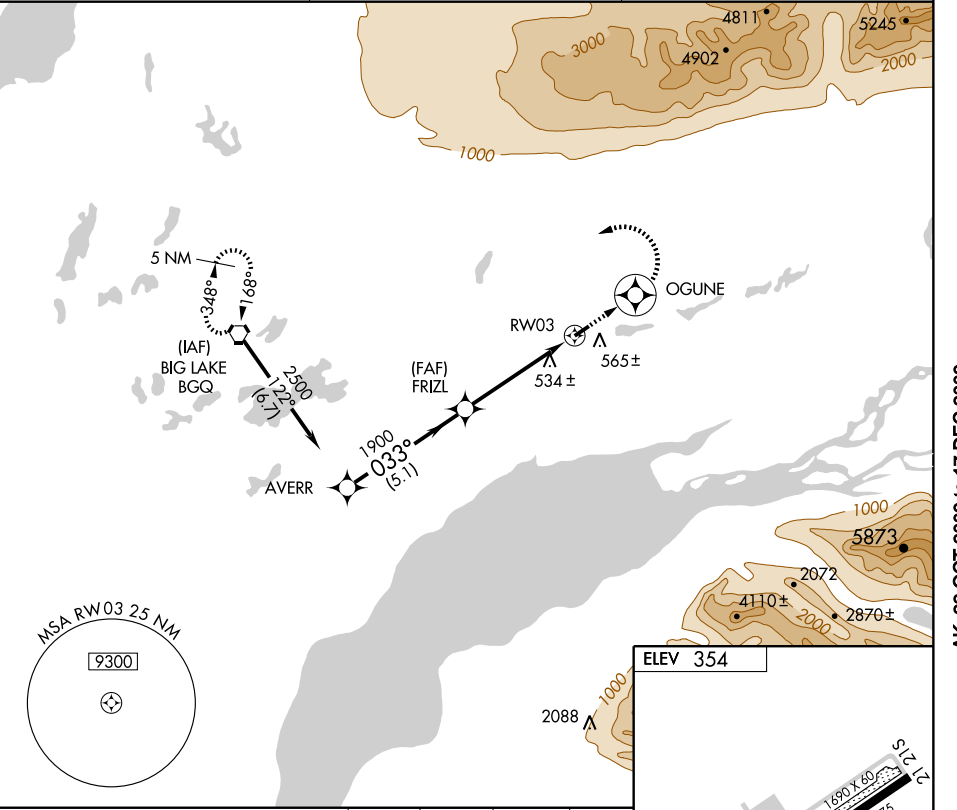
▼

▲

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct OGUNE and climbing left turn direct BGQ VORTAC and hold.

AWOS-3 135.25	APP CON 119.1 363.2	CTAF 122.8 0
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AVERR

2500

Procedure Turn NA

VGSI and descent angles not coincident.

033°

1900

3.04° TCH 45

3.1 NM to RW03

1.6 NM

3.1 NM

3000

OGUNE

BGQ 112.5

RW03

CATEGORY	A	B	C	D
LNAV MDA	1360-1¼ 1008 (1100-1¼)	1360-1½ 1008 (1100-1½)	NA	
CIRCLING	1360-1¼ 1006 (1100-1¼)	1360-1½ 1006 (1100-1½)	NA	

ELEV 354

0.4% UP

0.5% UP

1.690 X 60

3700 X 75

TDZE 352

033° to RW03

MIRL Rwy 3-21 0

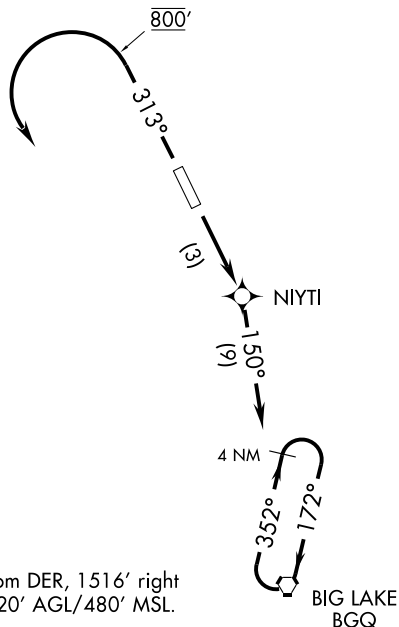
BIG LAKE ONE DEPARTURE (RNAV) (OBSTACLE)

ANCHORAGE CENTER

133.7 279.6

CTAF 122.8

AWOS-3 135.250

NOTE: 1. GPS REQUIRED.
2. RNAV 1.TAKE-OFF OBSTACLE:Rwy 13: Tower, 5551' from DER, 1516' right
of centerline, 120' AGL/480' MSL.TAKE-OFF MINIMUMS:Rwy 13: 300-1¼ or standard with minimum
climb of 467' per NM to 700.

Rwy 31: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTIONTAKE-OFF RUNWAY 13: Climb direct NIYTI, then climbing right turn via 150° track
to BGQ VORTAC. Thence. . . .TAKE-OFF RUNWAY 31: Climb via 313° heading to 800 then climbing left turn direct
BGQ VORTAC. Thence..... . . .Climb in BGQ VORTAC holding pattern to cross BGQ VORTAC at or above
MEA/MCA for direction of flight.

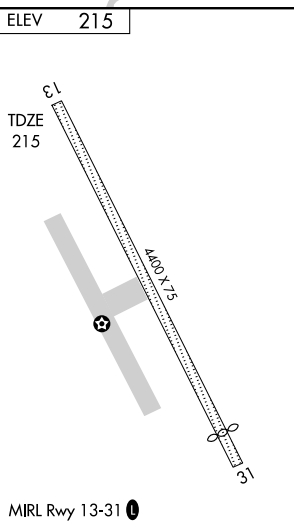
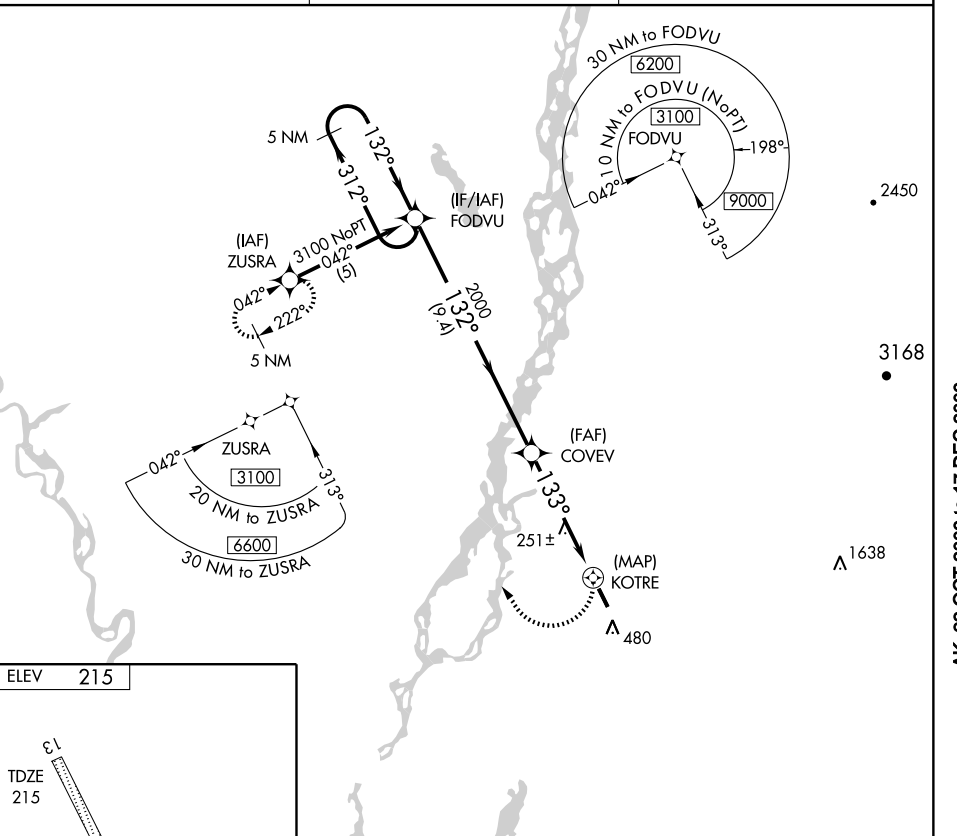
▼

▲ NA

Use Wasilla altimeter setting. Procedure NA at night.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3100 direct ZUSRA and hold.

WASILLA AWOS-3 135.250	ANCHORAGE CENTER 133.7 279.6	CTAF 122.8 0
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5 NM Holding Pattern				3100	ZUSRA
FODVU				COVEV	
3100 ← 312° / 132° →				KOTRE	
2000				3.05° TCH 50	
9.4 NM				5 NM	
0.4					
CATEGORY	A	B	C	D	
LNAB MDA	1220-1¼ 1005 (1100-1¼)	1220-1½ 1005 (1100-1½)	1220-3 1005 (1100-3)	NA	
CIRCLING	1220-1¼ 1005 (1100-1¼)	1220-1½ 1005 (1100-1½)	1220-3 1005 (1100-3)	NA	

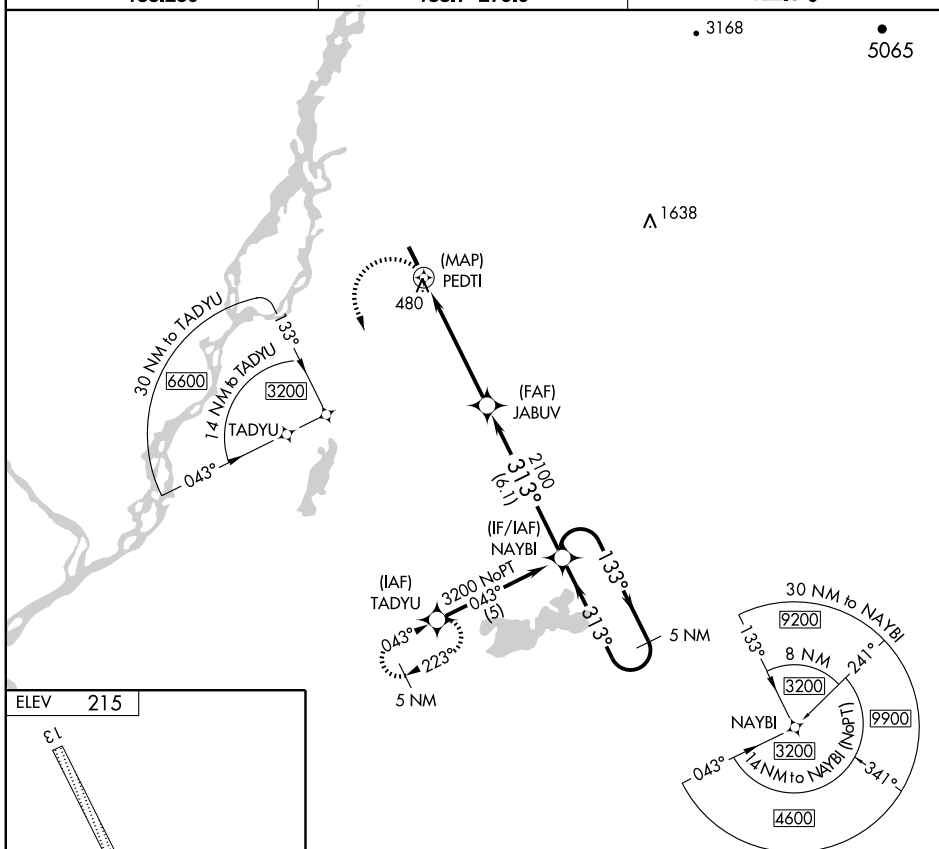
APP CRS
313°Rwy Idg **4000**
TDZE **213**
Apt Elev **215**

RNAV (GPS) RWY 31

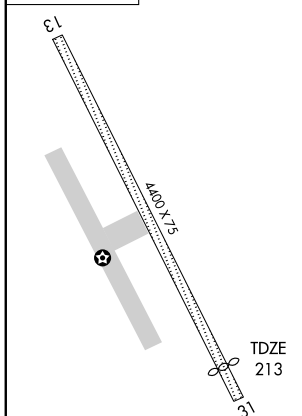
WILLOW (UUO)(PAUO)

▼ Use Wasilla altimeter setting. Procedure NA at night.
 ▲ NA DME/DME RNP-0.3 NA.

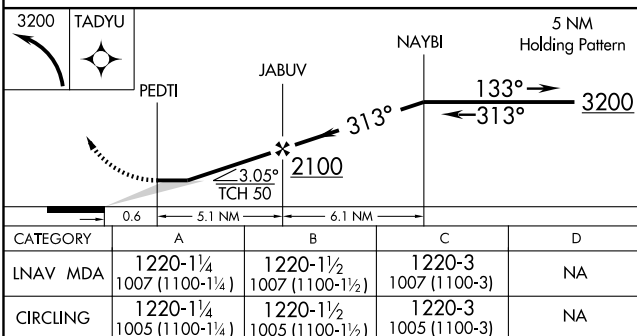
MISSED APPROACH: Climbing left turn to 3200
 direct TADYU and hold.

WASILLA AWOS-3
135.250ANCHORAGE CENTER
133.7 279.6CTAF
122.8 0

ELEV 215



MIRL Rwy 13-31 0



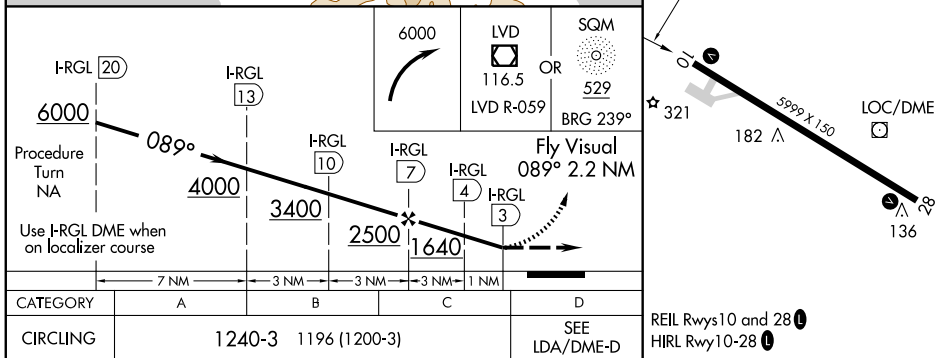
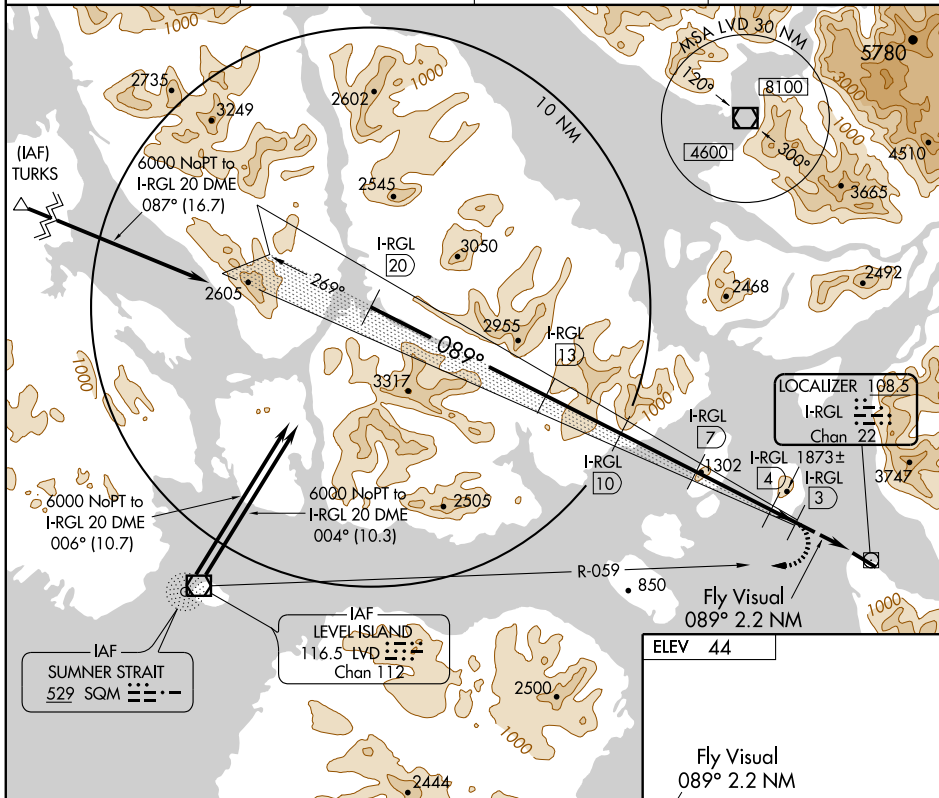
LOC I-RGL 108.5 Chan 22	APP CRS 089°	Rwy Idg TDZE Apt Elev	N/A N/A 44
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LDA/DME-C
WRANGELL (WRG) (PAWG)

- T** Procedure NA when local altimeter setting not received.
A Circling NA south of Rwy 10-28. Fly visual to airport.
 Any go-around commenced after passing the MAP will not provide standard obstruction clearance.

MISSED APPROACH: Immediate climbing right turn to 6000 to LVD VOR/DME via LVD R-059 or to SQM NDB via 239° bearing to SQM NDB.

AWOS-3 128.5	ANCHORAGE CENTER 118.0	SITKA RADIO 122.45	CTAF 122.6 
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LOC I-RGL 108.5 Chan 22	APP CRS 089°	Rwy Idg TDZE Apt Elev	N/A N/A 44
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LDA/DME-D
WRANGELL (WRG) (PAWG)

T Procedure NA when local altimeter setting not received.
A Circling NA south of Rwy 10-28. Fly visual to airport.
 Any go-around commenced after passing the MAP will not provide standard obstruction clearance.

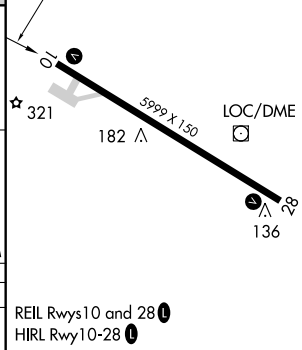
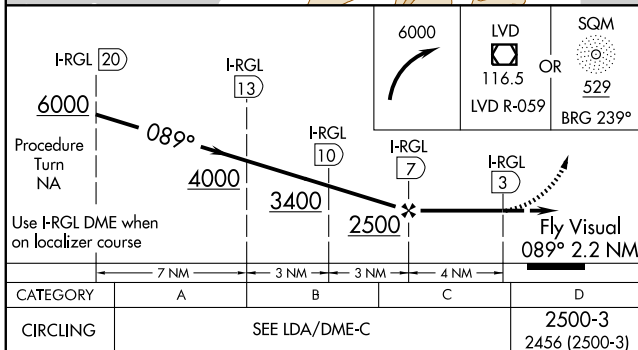
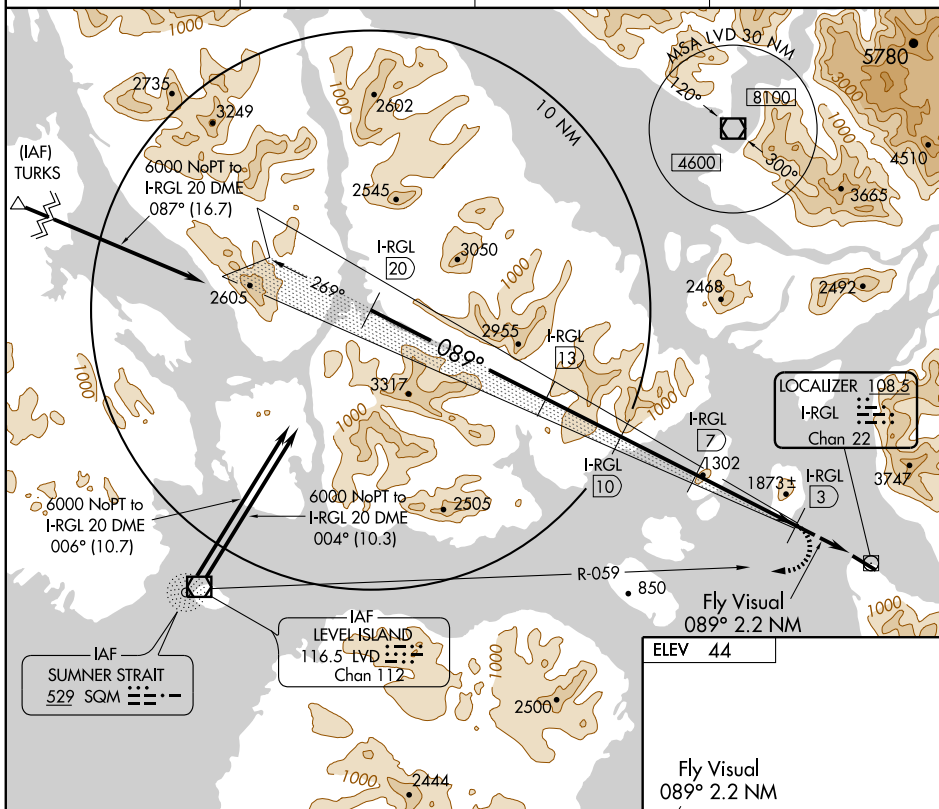
MISSED APPROACH: Immediate climbing right turn to 6000 to LVD VOR/DME via LVD R-059 or to SQM NDB via 239° bearing to SQM NDB.

AWOS-3
128.5

ANCHORAGE CENTER
118.0

SITKA RADIO
122.45

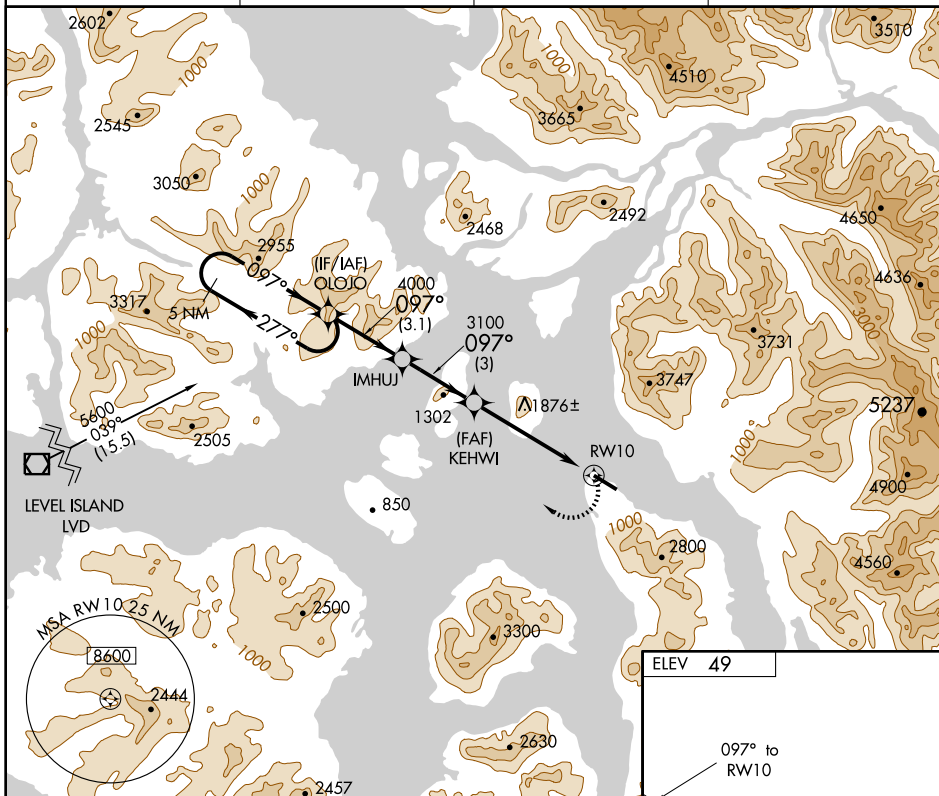
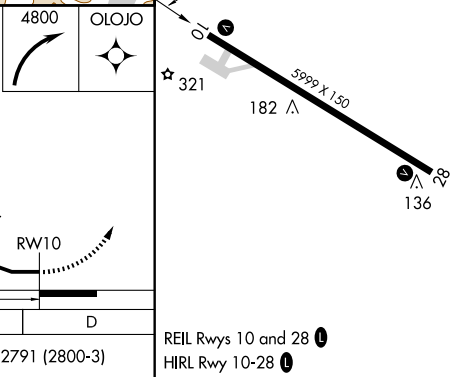
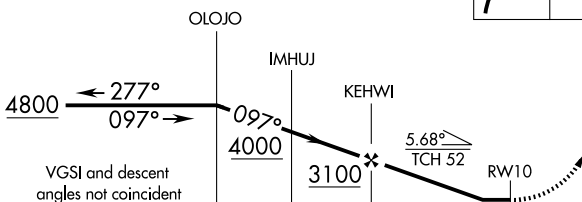
CTAF
122.6 **L**



APP CRS
097°Rwy Idg
TDZE
Apt ElevN/A
N/A
49RNAV (GPS)-A
WRANGELL (WRG) (PAWG)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Petersburg altimeter setting and increase all MDA 80 feet. Circling not authorized south of Rwy 10-28.

MISSED APPROACH: Climbing right turn to 4800 direct OLOJO and hold.

AWOS-3
128.5ANCHORAGE CENTER
118.0SITKA RADIO
122.45CTAF
122.65 NM
Holding Pattern

CATEGORY	A	B	C	D
CIRCLING	2840-1¼ 2791 (2800-1¼)	2840-1½ 2791 (2800-1½)	2840-3 2791 (2800-3)	

REIL Rwy 10 and 28


HIRL Rwy 10-28

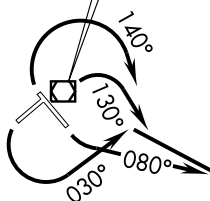
(FAKES2.FAKES) 07186 FAKES TWO DEPARTURE

SL-1193 (FAA)

YAKUTAT (YAK)(PAYA)
YAKUTAT, ALASKA

ANCHORAGE CENTER
119.0 263.1
JUNEAU RADIO
123.6 (CTAF) 122.2
ASOS 135.75

YAKUTAT
113.3 YAK 
Chan 80
N59° 30.65' - W139° 38.89'



TAKE-OFF MINIMUMS:

Rwy 2, 11, 20, 29: Standard with minimum
ATC climb of 280' per NM to 18000.

J541
095°
(65)

FAKES
N58° 58.94'
W137° 48.48'
18000
H-1

TAKE-OFF OBSTACLES:

Rwy 2: Multiple trees 458' from departure end of runway, 317' right of centerline, up to 76' AGL/99' MSL. Multiple trees 643' from departure end of runway, 342' left of centerline, up to 87' AGL/114' MSL. Tower 376' from departure end of runway, 243' left of centerline 42' AGL/75' MSL. Obstruction light on glideslope 372' from departure end of runway, 238' left of centerline, 34' AGL/67' MSL. Obstruction light on TMOM 593' from departure end of runway, 639' left of centerline, 24' AGL/51' MSL.

Rwy 11: Multiple trees beginning 95' from departure end of runway, 345' right of centerline, up to 75' AGL/98' MSL. Multiple trees beginning 121' from departure end of runway, from 377' left of centerline, up to 92' AGL/115' MSL.

Rwy 20: Multiple trees beginning 129' from departure end of runway, 297' right of centerline, up to 148' AGL/158' MSL. Multiple trees beginning 79' from departure end of runway, 283' left of centerline, up to 137' AGL/147' MSL.

Rwy 29: Multiple trees and bushes 122' from departure end of runway, 389' right of centerline, up to 123' AGL/153' MSL. Multiple trees and bushes 51' from departure end of runway, 65' left of centerline, up to 108' AGL/138' MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 2: Climbing right turn via heading 130°, thence. . .

TAKE-OFF RUNWAY 11: Climbing left turn via heading 080°, thence. . .

TAKE-OFF RUNWAY 20: Climbing left turn via heading 030°, thence. . .

TAKE-OFF RUNWAY 29: Climbing right turn via heading 140°, thence. . .

. . . Intercept YAK VOR/DME R-095 to FAKES. Cross FAKES at or above 18000 for assigned route of flight.

MALSR
A5

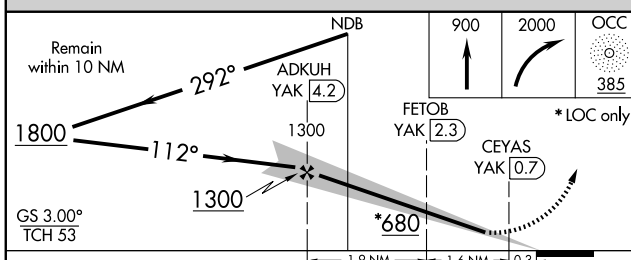
MISSED APPROACH: Climb to 900 then climbing right turn to 2000 direct OCC NDB and hold, continue climb-in-hold to 2000.

ADF required. Visibility reduction by helicopters NA.
DME from YAK VOR/DME, simultaneous reception of I-YAK and YAK DME required.
Inoperative table does not apply to S-ILS 11.
For inoperative MALSR increase S-LOC 11 Cat A/B visibility to RVR 5000.

The map displays a tactical scenario in the Sea of Japan. Key elements include:

- Flight Paths:** Several paths are shown, including R-291, R-284, R-266, R-248, and R-116. These paths are associated with various aircraft and radar contacts.
- Aircraft and Radar Contacts:**
 - (IF) HUNAN YAK 17
 - (IAF) WORTI YAK 17
 - (IAF) LLMAR YAK 17
 - ADKUH YAK 4.2
 - FETOB YAK 2.3
 - CEYAS YAK 0.7
 - IAF OCEAN CAPE 385 OCC
 - YAKUTAT 113.3 YAK Chan 80
 - LOCALIZER 111.1 I-YAK
- Geographical Features:** The map shows the coastlines of Japan, Korea, and the Philippines. Key locations like OCEAN CAPE and YAKUTAT are marked.
- Scale and Orientation:** A 10 NM scale bar is provided. A compass rose indicates a heading of 105° and a distance of 160°.

ADF or DME REQUIRED



CATEGORY	A	B	C	D
S-ILS 11	233/24 200 (200-½)			
S-LOC 11	460/24 427 (500-½)	460/40 427 (500-¾)	460/50 427 (500-1)	
CIRCLING	480-1 447 (500-1)	500-1 467 (500-1)	520-1½ 487 (500-1½)	600-2 567 (600-2)

Diagram illustrating the layout of HIRL Runways 2-20 and 11-29. The diagram shows two intersecting runways forming a V-shape. Key data points include:

- ELEV 33** (Elevation 33 feet)
- 112° 3.8 NM from FAF** (Bearing and distance from the Final Approach Fix)
- TDZE 33** (Touchdown Zone Elevation 33 feet)
- Runway 2-20** (Left branch, length 6475 x 150, width 70 ±)
- Runway 11-29** (Right branch, length 7745 x 150, width 64 ±)
- Obstacles** (Marked with circles and numbers: 109, 106 ±, 93 ±, 70 ±, 29)
- Navigation Aids** (Marked with triangles and numbers: 106 ±, 93 ±, 70 ±, 29)

WAAS CH 78414 W02A	APP CRS 022°	Rwy Idg 5087 TDZE 25 Apt Elev 33
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RNAV (GPS) RWY 2

YAKUTAT (YAK) (PAYA)

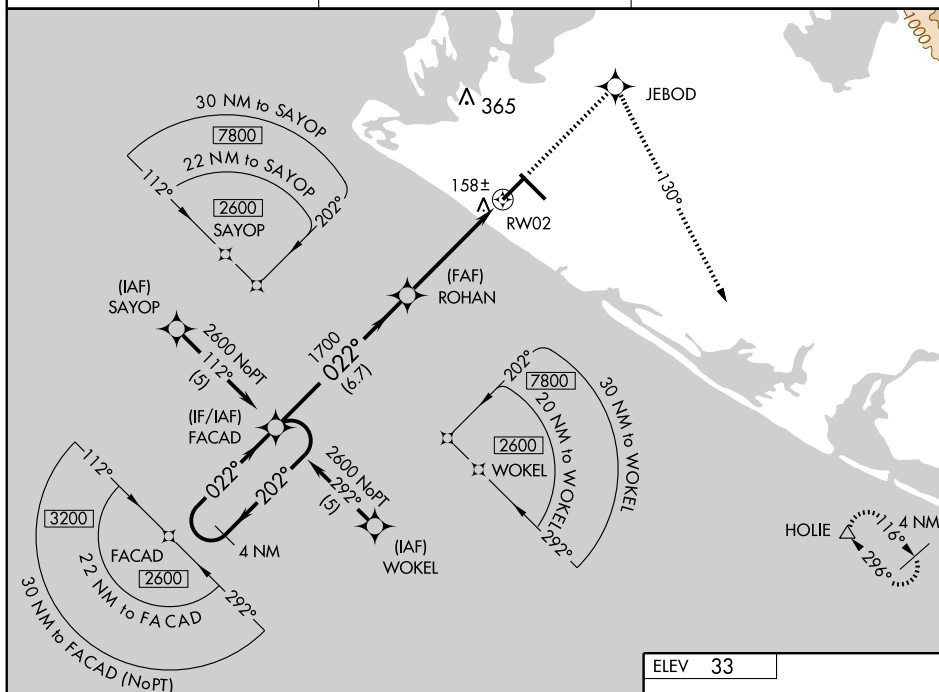
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct JEBOD and right turn via track 130° to HOLIE and hold.

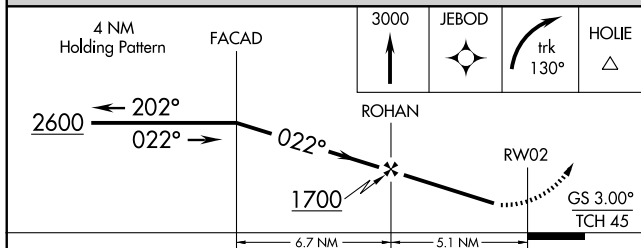
ASOS
135.75

ANCHORAGE CENTER
119.0 263.1

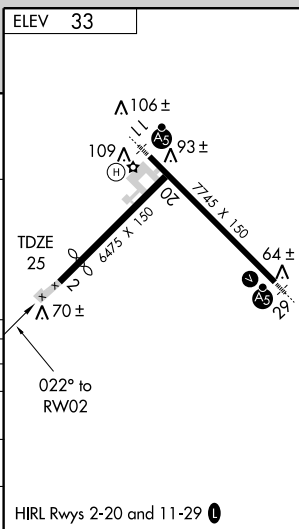
JUNEAU RADIO
123.6 (CTAF) **Q** 122.2



AK. 22 OCT 2009 to 17 DEC 2009



CATEGORY	A	B	C	D
LPV DA		376-1¼	351 (400-1¼)	
RNAV/ VNAV DA		477-1½	452 (500-1½)	
RNAV MDA		420-1	395 (400-1)	420-1¼ 395 (400-1¼)
CIRCLING	480-1 447 (500-1)	500-1 467 (500-1)	520-1½ 487 (500-½)	600-2 567 (600-2)

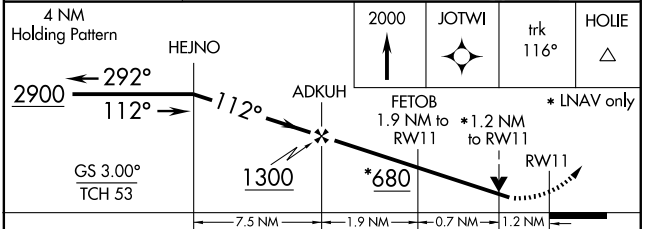
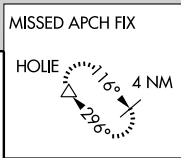
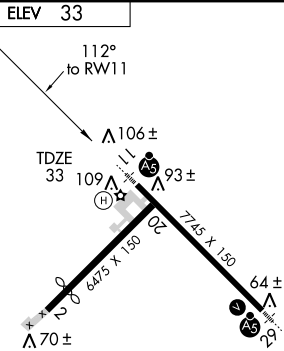
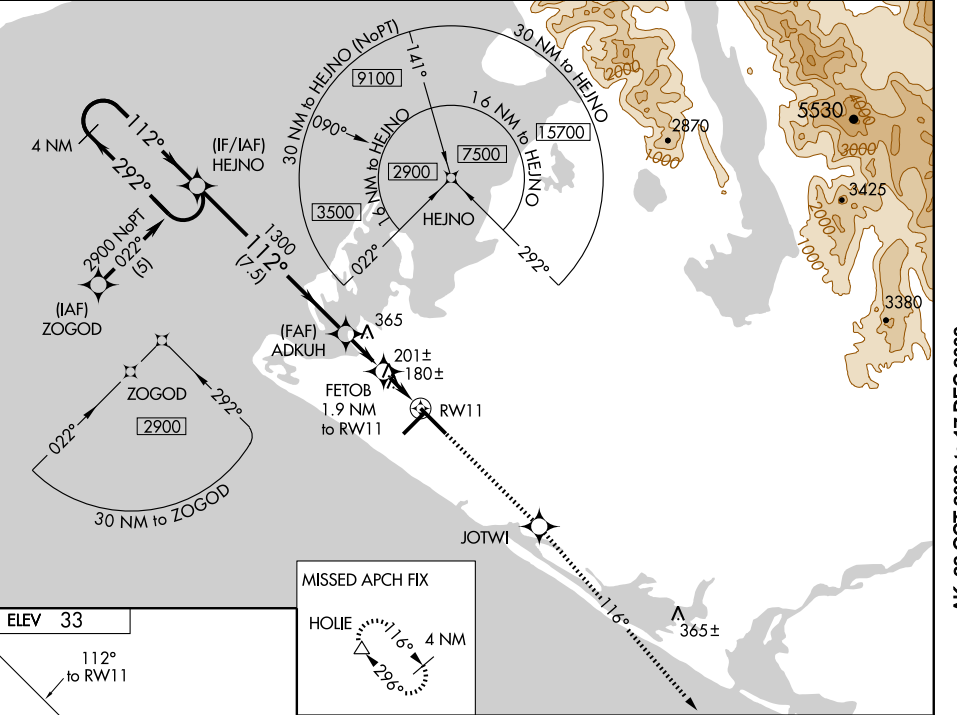


▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
For inoperative MALSR increase LPV all Cats visibility to RVR 6000, increase LNAV Cats A/B visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 2000 direct JOTWI and via track 116° to HOLIE and hold.

ASOS 135.75	ANCHORAGE CENTER 119.0 263.1	JUNEAU RADIO 123.6 (CTAF) 122.2
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CATEGORY	A	B	C	D
LPV DA		373/40	340(400-¾)	
LNAV/VNAV DA		475/50	442 (500-1)	
LNAV MDA	460/40	427 (500-¾)		460/50 427 (500-1)
CIRCLING	480-1 447 (500-1)	500-1 467 (500-1)	520-1½ 487 (500-1½)	600-2 567 (600-2)

WAAS CH 66006 W29A	APP CRS 292°	Rwy Idg 7745 TDZE 26 Apt Elev 33
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RNAV (GPS) RWY 29

YAKUTAT (YAK) (PAYA)



For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV all Cats. visibility to 1 and LNAV Cat. D to 1¼.

MALSR

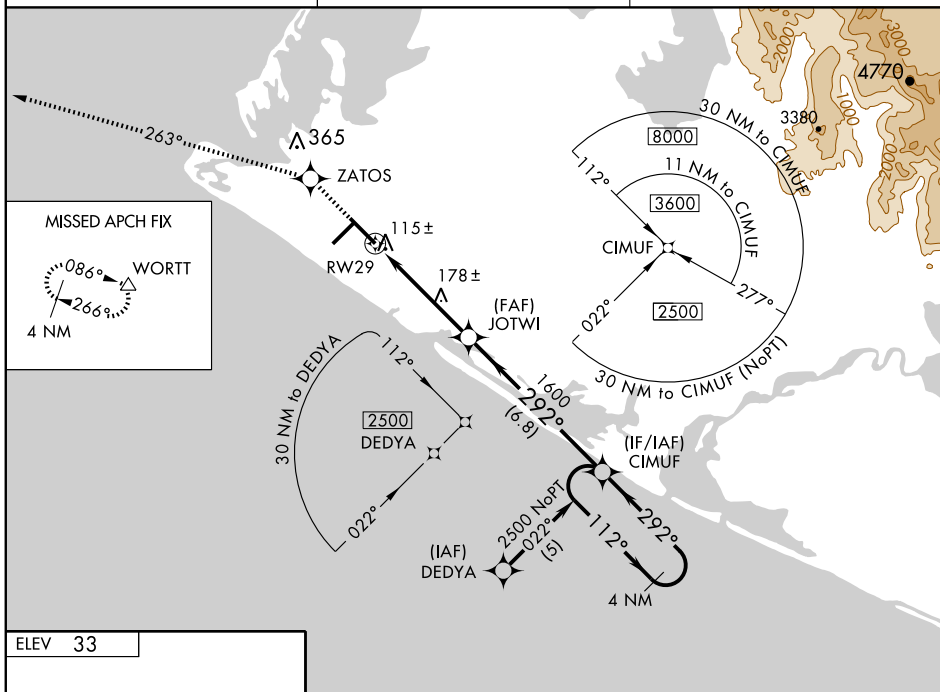


MISSED APPROACH: Climb to 3000 direct ZATOS and via 263° track to WORTT and hold.

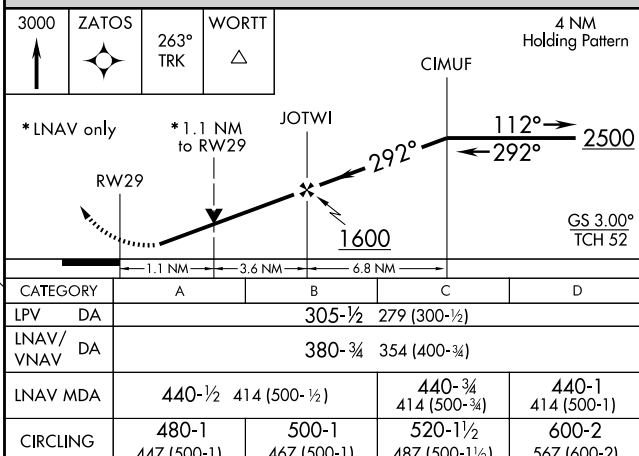
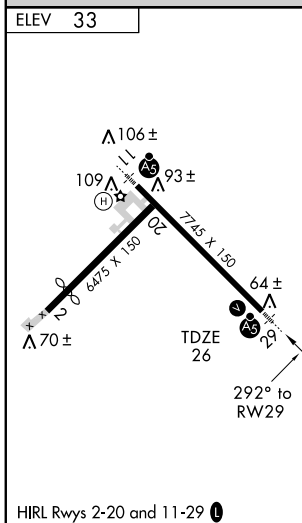
ASOS
135.75

ANCHORAGE CENTER
119.0 263.1

JUNEAU RADIO
123.6 (CTAF) **Q** 122.2



AK. 22 OCT 2009 to 17 DEC 2009



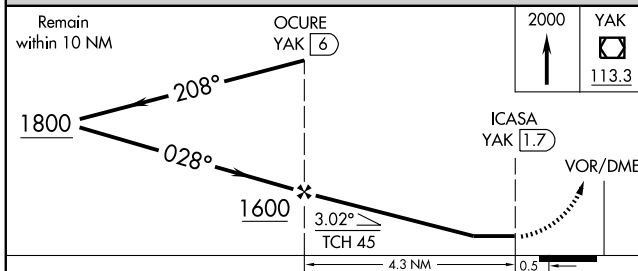
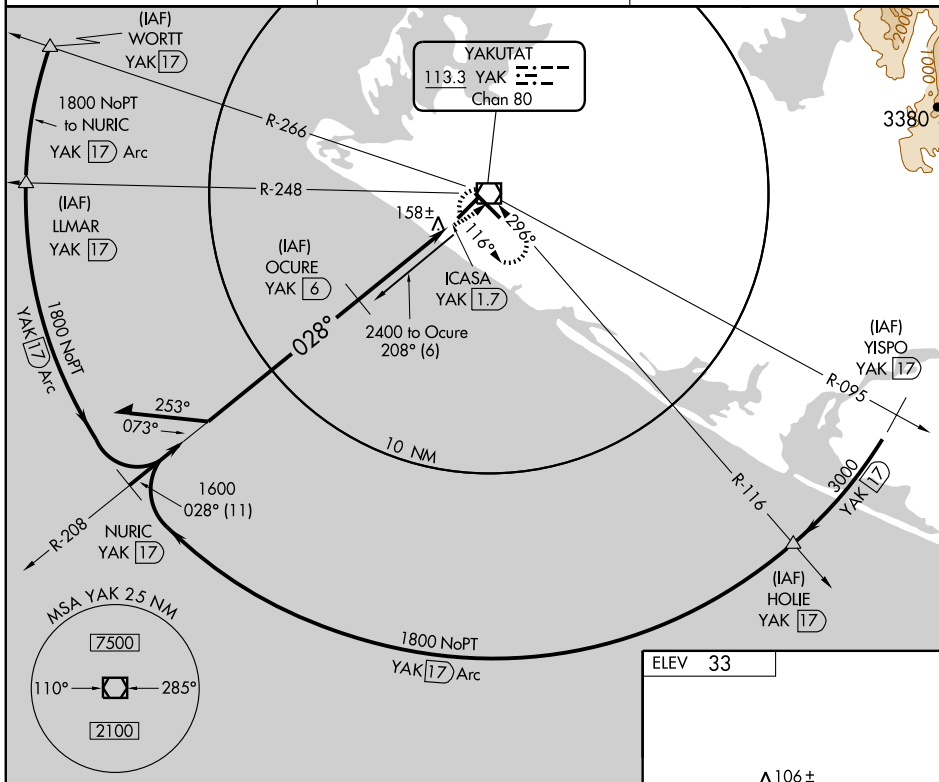
VOR/DME YAK 113.3 Chan 80	APP CRS 028°	Rwy Idg 5087 TDZE 25 Apt Elev 33
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VOR/DME RWY 2

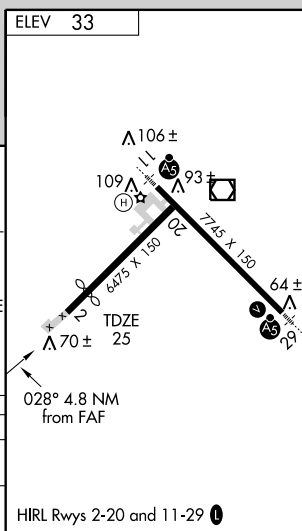
YAKUTAT (YAK) (PAYA)

	MISSED APPROACH: Climb to 2000 direct YAK VOR/DME and hold, continue climb-in-hold to 2000.
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ASOS 135.75	ANCHORAGE CENTER 119.0 263.1	JUNEAU RADIO 123.6 (CTAF) 0 122.2
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CATEGORY	A	B	C	D
S-2	420-1	395 (400-1)		420-1¼ 395 (400-1¼)
CIRCLING	480-1 447 (500-1)	500-1 467 (500-1)	520-1½ 487 (500-1½)	600-2 567 (600-2)



VOR/DME YAK <u>113.3</u> Chan 80	APP CRS 091°	Rwy Idg 7745 TDZE 33 Apt Elev 33
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VOR/DME RWY 11
YAKUTAT (YAK) (PAYA)

T For inoperative MALSR increase Cats A and B
A NA visibility to RVR 5000.

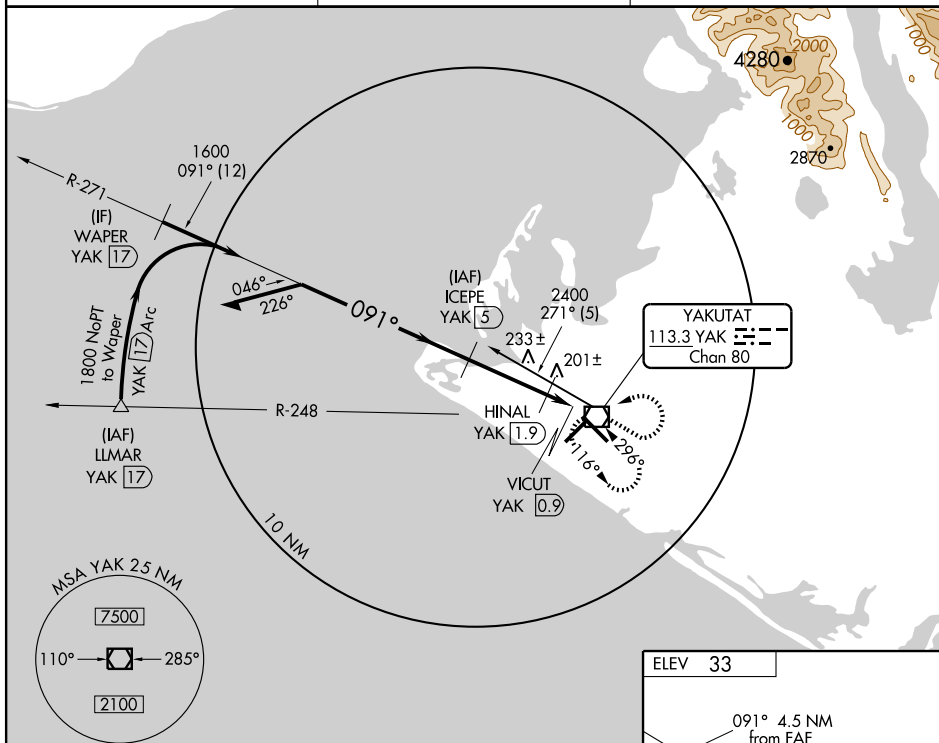
MALSR

MISSED APPROACH: Climb to 900, then climbing left turn to 2000, direct YAK VOR/DME and hold, continue climb-in-hold to 2000.

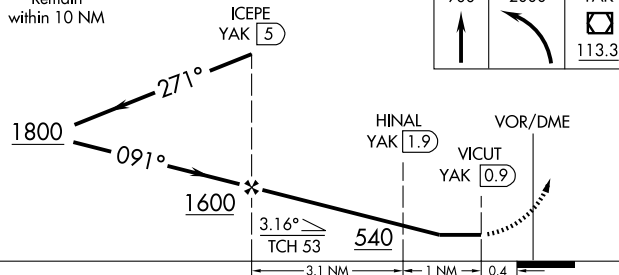
ASOS
135.75

ANCHORAGE CENTER
119.0 263.1

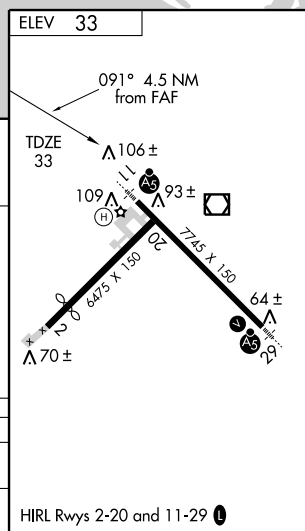
JUNEAU RADIO
123.6 (CTAF) **L** 122.2



Remain
within 10 NM



CATEGORY	A	B	C	D
S-11	460/40 427 (500-¾)			460/50 427 (500-1)
CIRCLING	480-1 447 (500-1)	500-1 467 (500-1)	520-1½ 487 (500-1½)	600-2 567 (600-2)



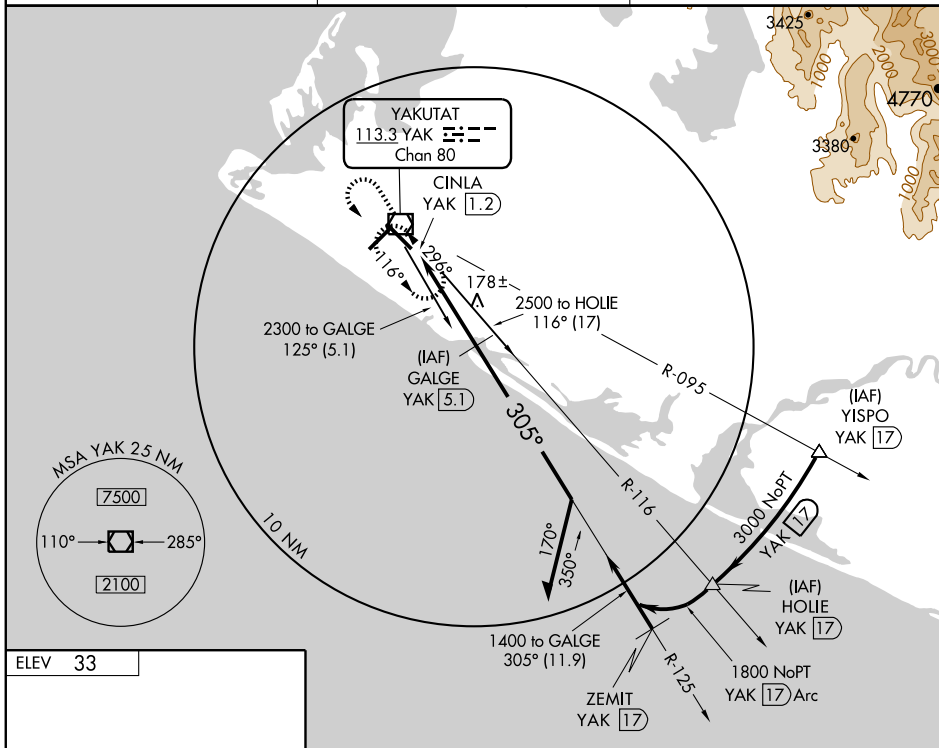
VOR/DME YAK 113.3 Chan 80	APP CRS 305°	Rwy Idg 7745 TDZE 26 Apt Elev 33
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VOR/DME RWY 29

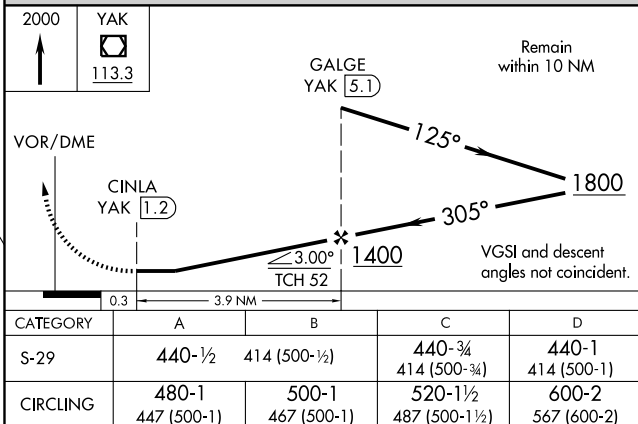
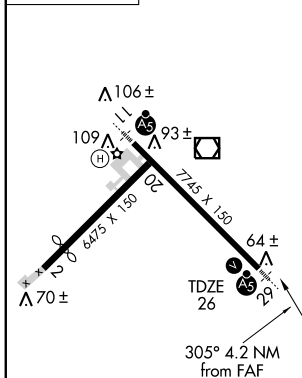
YAKUTAT (YAK) (PAYA)

For inoperative MALS, increase S-29 Cat. D visibility to 1¼.	MALS	MISSED APPROACH: Climb to 2000 direct YAK VOR/DME and hold, continue climb-in-hold to 2000.
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ASOS 135.75	ANCHORAGE CENTER 119.0 263.1	JUNEAU RADIO 123.6 (CTAF) 0 122.2
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ELEV 33



YAKUTAT TWO ARRIVAL (YAK.YAK2)

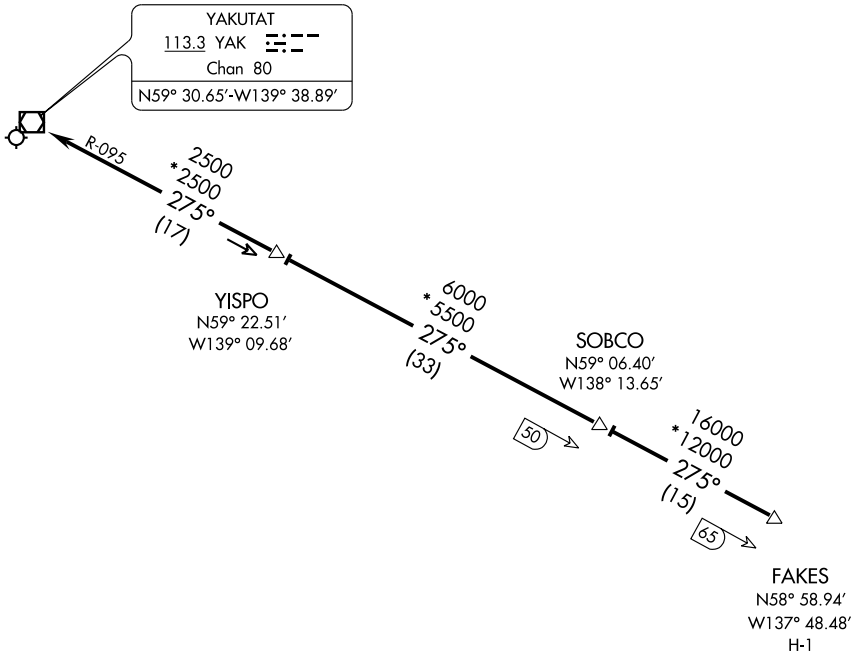
ANCHORAGE CENTER

119.0 263.1

JUNEAU RADIO

123.6 (CTAF) 122.2

ASOS 135.75



NOTE: DME Required.

NOTE: Chart not to scale.

From over FAKES via YAK R-095 to YAK VOR/DME.